THE

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ESTABLISHED 1857

號五十五零千五萬一翰 日二十二月五年二十三舶光 HONGKONG, FRIDAY, JULY 13rn, 1906.

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#### NOTICES OF FIRMS

NOTICE.

E have This Day Authorized Mr. LORENZO BORELLO to Sign our Firm Per Procuration. V. P. MUSSO & Co. Hongkong, 4th July, 1906.

NOTICE.

FIGHE interest and responsibility of MR. VICTOR H. DEACON in our Firm ceased on the 31st December last. DEACON, LOOKER & DEACON. Hongkong, 2nd July, 1906.

NOTICE OF DISSOLUTION OF PARTNERSHIP.

IN the year 114 of the Siamese Era, corresponding to the year 1894, the Firm of HONG LEE entered into a Partnership with the CHOP GUAN YOU and others for the purpose of establishing the Hongkong Firm of KIM HONG YOU.

On the 1st day of June, 1906, the share and interest of the Firm of Hono LEE in the said Hongkong Firm of Kim Hong You was sold and transferred to CHOP GUAN You, and the latter baving admitted HUAH HENG THYE as a Partner the business of Kim Hong You is now CHANGED into "KIM HONG YOU THAI KEE.

NUTICE IS HEREBY GIVEN to all whom it may concern that the Firm of Hong Lee is no longer a partner in the said Hongkong Firm of Kim Hong lov or "Kim HONG YOU THAI KEE." TILLEKE & GIBBINS,

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## A.S. WATSON & CO.. LIMITED,

Hongkong, 5th July, 1906.

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not for publication but as evidence of good faith. one side of the paper only. No anonymously signed communications that have circady appeared in other papers will be intered. (Mders for entra course of DAILY PRESS should be sent before 11 a.m. anday of publication. After that hour the supply is limited. Unty supplies a Cash Pelegraphic Address: Paxas. Codes: A.B.C. th Ba

P.O. Boz, 35. Telephone No. 13 ECHERONG OFFICE: 10a, DES VOUX HOAD ( LONDON OFFICE: 131, FLEET STREET, E.C.

HONORONG, JULY 13TH, 1906

pulated offairs that these settlers have been able to introduce their commodities land without having to pay any duty or charges whatever. Whether as a consequence of this preferential treatment, or from some other cause, it is undoubtedly the fact that since the conclusion of the war, and with the full knowledge, if not the actual connivance of the Japanese authorities, large tracts of fertile land in Manchuria have actually passed into full occupation of Japanese settlers; whilst Newchwang and the cities about Moukden are at the moment, so far as their population is concerned, actually more Japanese than Chinese. So carefully has the veil been thrown over these proceedings that the methods adopted have not yet been disclosed; and almost the only evidence appears to be the actual presence, of thousands, if not tens of thousands, of Japanese squatters, whilst the cordon has been so efficiently maintained towards all others ! that not a single merchant of any nation.

humiliation.

other than Japanese, has been permitted to see for himself the actual position of affairs. It seems curious under the circumstances of the time and place that there should by any question as to the facts the case; yet the fact remains that not withstanding that the Shanghai General Chamber of Commerce sent up a deputation to the place to make enquiries on the spot, there still remains a good deal of uncertainty as to the manner in which the position has been brought about. Referring to the port of Dalny, the following appears in the report. Dalay is stated to to be the port "through which Japanese, in the absence of a Chinese Customs station, are now bringing in their goods not only free of import duty, but free also of likin transportation can lie offected by rail". That the situation is complicated is

certain. The Japanese engaged to finally

evacuate the province by the end of the present year, and there is no reason to doubt that they are using their best ondesyours towards that end. They are entitled death this week of a compositor who has to possession of Port Arthur and Dalny, been in the employment of the Builty Press for and profess to be actuated with the desire the long period of 47 years. to remove all possible objects which may interfere with the throwing open in the fullest manner of the port; but they plead that the necessities of the evacuation stand in the way, and allege this as the only reason why they have not as yet done so This is understandable if it represent the true position, but there are two things that men on account of its beneficial action in seem to show affairs in a different light. The first of these is that all this time certain ailments, particularly in complaints of private Japanese dealers have been permitted to freely use the port; the second is that the Japanese Government is very badly inoculated with the ideas of the protectionists, and her new tariff exceeds in its avowed protectionism even those of Germany and the United States. Of course the plausible excuse is made that the high tariff is necessary for purposes of revenue. On the other hand, with regard to Manchuria it is undoubtedly the fact that Russia has been evincing a disposition to repeat her tactics of 1903. and deliberately, and in the face of her solemn engagements, retain by any means whatever her hold on the northern portion of the province. Under these circumstances it is but natural that Japan on her side should seek so far as possible to secure her own position, and is above all things desirous of covering up as far as possible her doings and intentions; and above all is terrespondents must forward their names and addressed to the Regiment will play dresses with communications addressed to the Reditor, little disposed to throw open to all her the following programme at the U.S.R. Club, of few publication was as a section of the railway on which her Kowloon, to-day, commencing at 5,30 p.m.: successful resistance to Russian encroachments largely depends. Had the Chinese Government shown any disposition to work with Japan towards this end there would have been the less necessity to adopt this course, but that Government with its usual crocked and short-sighted policy has ever since the conclusion of peace been practically playing into the hands of Russia, white throwing every obstacle across Japan's track; and Japan is justly nettled that having so far as practicable taken, the chestnuts out of the fire in China's interest she should now be treated as an arch FROM time to time reports, generally in- conspirator. All this undoubtedly goes dignantly denied, it is true, have come to far to show that President ROOSEVELT'S hand regarding the action of the Japanese | well-meant, interference was at least in Manchuria. The drift of these reports premature, and that in the interests of the the coolie with another bayonet, but in the has been that while the Japanese have whole civilised world the situation is little taken full advantage of the time allowed for | if anything better than it was before the evacuation to exclude all foreign trude not opening of negotiations at Portsmouth. under the Japanese flug, as well as all Under the conditions it hardly seems that foreigners, traders or otherwise, they have any good can come of seeking in any way to practically thrown the country open to strengthen China's position in the matter. their own countrymen, and not only this, Even if China had the physical power and but have in every way encouraged them in energy to step in between Russia and Japan. settling on the land, and have so mani- her shuffling conduct has reduced her moral influence to a nullity. On the other hand, present :- Captain Alexander, Lieutenant it is as little advisable to place in the hands throughout the length and breadth of the of Japan the practical control of the gate way to Manchuria for which she has certainly been intriguing. In the long run it would be doubtless advisable that Dalny should be open as a free port to all, but as long as Japan holds the railway she would still have the advantage of the possession of the back-door, and this with her present aims and policy would be dangerous for all the other Powers. Could Russia be brought to G. O'Grady, Lieutenant-Colonel Pardoe, Capperceive the error of her ways, and see that her insatiable desire for more territory is really responsible for her fall, much good might come of it; but Russia is Russia still, and is likely to remain so to the end and nations, like individuals, in a state disintegration are most dangerous. Under the circumstances, and this is about the greatest difficulty of all, it is inadmissible to attempt to muzzle either Japan or China. and of this both are fully aware. Yet the feeling that at the moment this is practically

The plague total yesterday stood at 868 TELEGRAMS.

The laying of the cable Saigon-Poulo Condore Pontiatack is finished.

The cup presented by Mr. J. C. Gow to the Hongkong Volunteer Reserve Association is limited to members having a haudicap of six and over, not four, as stated in the difcular sent. to members.

During the first quarter of 1906 the exportation of rice from Saigon has risen to 131,339 tons. The principal destinations were : France, 28,375 tons; Dutch Indies, 22,285 tons; Philippines, 19,265 tons; Hongkong, 15,511 tone; and Japan, 345,826 tone.

The Parsees of Hongkong have engaged counsel to represent them in the Shanghai litigation to which we recently referred. The cone is whether the trustees for certain property charges, to any point in the interior to which in Shanghai may use it for purposes not in 1908. specified in the trust deads, if objection be made.

> We note in a recent printing-trade journal that the fact of a workman completing twentyfive years' service in a firm is regarded as werthy of a paragraph " in these days of labour ] troubles". Apropos we may mention the

Prince Ching has approached the Foreign Ministers with a v.ew to drawing up special regulations to control the Christian missions in China to supersede or enlarge on the indefinite clauses in the existing treaties. The Ministers are said by the Nanfangpao to have agreed to receive and refer China's suggestions. to their Governments for consideration.

The writer of the "Lettre de Hongkong" in L'Avenir du Tonkin, says that the arrival of a French dentist in the Colony appears to have created some excitement among the Americans who exercise this lucrative calling. The teethdrawers speak of nothing less than the creation of a monopoly. In a port so free as Hongkong it is enough to bring ridicule on oneself to express such a bizarre idea. Monopolies cannot take root in a city so largely open to free competition and the development of all energies.

Sir Henry Campbell-Bannerman has unveiled the statue to the late Sir William Harcourt which has been erested in the Members' Lobby in the House of Commons. The statue is the first to be erected in the Members' Lobby, and it was subscribed for by past and present members of the House of Commons, many of whom were present at the ceremony. The Prime Minister paid an eloquent tribute to the doughty parliamentarian, and afterwards handed the statue over to the keeping of the head of the D partment of Works, who, by a happy coincidence, is a son of Sir William Harcourt himself.

By kind permission of Lieut. Col. Price. D.S.O., Commandant and Officers of the 129th March ....... "Frangesa," ............ Costa Overture ..... " Romantique," ........ Keler Bala

Selection ... " Rem. of Sullivan," Arr. by Winter-Lied Cursehmann Fantasia ..... " Happy Days in Dixie," ... Bidgood Tientsin papers of the 2nd instant contain

particulars of an extraordinary and unaccountable outrage committed by a coolie on Mr. O'Hara, one of the junior mess of Messre. Collins & Co. The coolie entered the compound of the hong about 7 a.m. on Saturday, the 3 ith ult., passed the watchman without challenge, took a rifle with bayonet fixed from a stand in the hall, and made his way to Mr. O'Hara's bedside. Mr. O'Hara was fortunately half awake and just in time realised he was being attacked. He sprang out of bed on the wallside and shouted for help. His next room colleague, Mr. Dixon, rushed in and attacked meantime & r. O'Hara had sustained several nasty wounds. It was not until Mr. Morling arrived with a stout stick that the coolie was eventually laid out. Mr. O'Hara happily escaped any fatal injury, though only narrowly. The motive for the attack is unknown, but insanity is suggested.

The officers of the Seaforth Highlanders (Cuidich'n Righ Club) held their annual dinner last month at the Savoy Hotel. There were Arbuthnet, General Sir G. Digby Barker, Major Barlow, Lieutenant-Colonel Brooke Hunt, Mr. H. E. Brown, Lieutenant-Colonel Burns, Colonel Campion, Captain Christopher. Major Elliot, Major Feilden, Major Fergusson, Brigade-Surgeon Footner, M.D., Captain Gaisford, Colonel Grant, Lieutenant Gray, Colonel Hilton, Colonel Kelsey, Major Mac-Andrew, Colonel MacKenzie, Major Mac-Lientenaut Maclachlan, Major McNeill, Major Moon, Colonel Murray, Major Murray, Major-General Murray, Mr. tain Robertson, Lieutenaut Scovell, District Inspector-General Seaman, M.D., Cuptain W. W. Sandeman, Lieutenant-Colonel Swiger, Lieutenant Thornton, Major Vesey, Captain Warrand, Colonel White, Colonel S. B. Jameson, Major A. B. Ritchie, Captain C.P.M. Burn, Lieutenant B. M. Lumsden, Lieutenant W. D. Hepburn, Lientenant E. G. Hav. Captain P. Fetherstonhaugh, Lieutenant L. F. Fraser, Lieutenant C. C. O. Gascoigne, Lieutenant Sir John E. Fowler, Bart. Lieutenant the Hon. E. O. Campbell, Captain W. M. Thomson, Major Arbuthnot, Lieuton. ant D. G. Methven, and Captain N. A. the case brings with it a feeling akin to

["DAILY, PRESS" BECLUSIVE SPRVICE.] OUR ATTORNEY-GENERAL HONOURED.

CREATED A K.C.

London, July 12th. Sir Henry Spencer [Berkeley has been created a K.C.,

FRANCO-BRITISH EXHIBITION.

LONDON, July 12th. It has been decided to hold a Franco-British Exhibition in London

THE TURBULENT RAND.

LONDON, July 12th.

It is rumoured that a rising on the Rand is imminent.

RUSSIAN ASSASSINATION.,

London, July 12th.

Chokhnin has been assassinated.

REUTER'S SERVICE. MR. CHAMBERLAIN IN

> BIRMINGHAM. London, July 10th.

Mr. Chamberlain, addressing 14,000 people in Birmingham yesterday, dwelt on Tariff Reform, which he said was necessary

to unite the empire. He was confident that the Free Trade superstition must go; they were not at present moving as fast as some might desire, but quite fast enough for him, and be hoped to see his cherished ideas successful at an early date. He referred with disgust and indignation to the conduct of Ministerialists in regard to the recent Egyptian executions, and to Natal.

RUSSIA.

LONDON, July 10th. At a court-martial held at Croustadt,

the sentence of death was passed on four officers of the Biedovy (T. B. D.), for surrendering the ship, but owing to extenuating circumstances, the court recommended a commutation of the sentences to dismissal from the service. Admiral Rozhdiestvensky, case. who went on board the Birdovy after the battle of Tsushima, and was there at the time of the surrender, was acquitted by the court-martial.

NEW AUSTRALIAN MAIL LINE.

LONDON, July 10th. The Australian Commonwealth has concluded a decennial contract with Laings of Sunderland for an accelerated mail service from Brindisi. The contract will come into force in February, 1908. The steamers will fly the flag of the Commonwealth, and will Leung Man-po. employ white labour. The steamers will

call at Port Said, Colombo and Fremantle.

IN.-C. Daily News Service.

Tokyo, July 6th.

THE RESTORATION OF SOUTHERN MANCHURIA.

The Japanese military administration from Fushun has been already withdrawn; from Changtu it is to be withdrawn on the 15th inst.: from Mukden, Tiehling, Linoyang, and Yingkow (Newchwang) on the 31st inst.

RUMOURS.

Tokyo, July 6th. There are various rumours in Seoul of the dethronement of the Emperor in favour of Prince Wihwa, who declined the imperial summous on account os ensibly of illness, but these rumours are unfounded.

A PRO-ZULU M.P.

London, July 6th. The Labour member Mr. Keir Hardie has caused a sensation by writing to a Zulu at present at Edinburgh a letter in which he declares that recent brutalities in the Soudan reduce the administration in the Soudan to the level of the Congo, whilst the wholesale massacre of natives in South Africa is shameful and horrible. He hopes the day will speedily come when the Zulus will be able to defend themselves from the barbarities of hypocritical white men. The papers published this prominently.

The signing of the Anglo-French-Italian treaty concerning Abyssinia and in particular the railway from Djibutil to Adis-Ababa is expected shortly. It will ensure the principle of the open door.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :--On the 12th at 12.05 p.m.—The depression is exporting goods to California. He exported over W. Japan, and moving slowly Eastwards. The barometer has fallen again over the China coast, and another depression appears to be developing over the Eastern Sea. Pressure is highest to the E. of Japan in the North, and over the Chin: Sea in the South. Fresh S.W. winds are indicated in the

Formosa Channel and the N. part of the China

Forecast:-Fresh, S.W. winds; squally.

SUPREME COURT. Thursday, July 12th.

IN BANKRUPTCY.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

PETITION DISMISSED. Re the Hop Wo-chan firm ex parte Yik Yee. cheang and the Shing Kee firm.

Mr. H. K. Holmes, who appeared for the petitioning creditor, said his Lordship allowed an adjournment some two weeks ago in order to ascertain whether the principal creditor in the speaker's declaration of assets could be found. Mr. Holmes had endeavoured to find the man, but learned that he had gone away, so the result was he could only show a very small sum, \$100 odd, as assets.

His Lordship-What is your application to-

Mr. Holmes-I simply appear before your Lordship to say I have made inquiries and am unable to show that the amount mentioned in the declaration of assets can be recovered. His Lordship-The petition is dismissed.

RECEIVING ORDER GRANTED.

Tong Chak-po ex parte the debtor. Mr. R. A. Harding, who represented the debtor, said the petition was filed by the debtor on Wednesday. He described himself as a money-changer carrying on business under the style of the Tak Tong Cheung Kee at No. 100, Queen's Road Central.

Debtor was put in the box and said his assets consisted of two iron safes.

His Lordship-With no money in them? Debtor -- One safe contained \$1,700 cash. His Lordship - Who's got the safes?

Debtor-I was sent to gaol, so don't know what became of them.

Continuing, debtor said his furniture and chattels were worth \$120, his book debts amounted to \$6,300, due from persons residing in the Colony, and of which he thought \$3,000 could be collected. His liabilities were \$11,300. The plaintiff was called and said he obtained

\$1,200 from the safe mentioned. His Lordship--What was it seized for?

Mr. Howell-Under a writ of execution for a sum of about \$500.

Mr. Harding asked his Lordship for a The debts owing in the previous year were not receiving order, stating that the assets would included in his statement of affairs because work out at \$1,200 less costs of action and plus | they were all bad. Since his partners went out furniture \$126 and book debts \$3,000. His Lordship granted the order.

Mr. Harding then applied for the debtor's release, and an order was made accordingly. A DIFFICULTY.

The Fung Shung firm ex parts Chan Chi- account to pay off their debts.

costs. Mr. C. F. Dixon (of Mr. John Hastings' then informed by a man who came from office) appeared for six creditors, and Mr. R. A. | San Francisco that his shop there had been Harding for the petitioning creditor. Mr. Dixon said be represented the plaintiffs his debts.

in six summary actions connected with this His Lordship-There is another application | ship,

by Mr. Lee Jones. Why didn't you include that in your costs? Mr. Dixon-Because it was in an original action. The debtor was suffering from leprosy.

and Mr. Jones had to examine him. 🥙

His Lordship-There is some mistaken idea that leprosy is contagious. It is if you were confined with a leper for about six months. Mr. Dixon said his application was made under section 33, sub-section 2.

His Lordship-Who was the creditor in the original action? Mr. Dixon-The plaintiff was a man named

His Lordship - Did he get a judgment? Mr. Dixon-No, the case was going on when the petition was filed.

His Lordship-I should like to give Mr. Jones something, but I don't see my way. I can grant your application, but I must adjourn Mr. Jones' for the present because don't really see how I am going to do it. Have articles. you any objection? Mr. Dixon-No.

Mr. Lordship-There is only \$800 in Court and if I pay your costs ther; will be only \$375 for Messrs. Jones and Nolan,

Mr. Harding said Mr. Jones' fees ought to be paid, and since Mr. Dixon's client had made an application it seemed to him that he ought to pay the fees.

His Lordship-In the original action? Mr. Harding-Yes, my Lord.

Mr. Dixon-I have proved for the amount of the claim in the original action.

His Lordship-And your costs! Mr. Dixon-No, my Lord. If I included the commissioner's fees in the bill of costs that would be an admission that the plaintiff is liable.

and I submit he is not. His Lordship-The applications for costs in the summary actions are granted: My decision with regard to Mr. Jones' fees is reserved, but I

certainly think he ought to get them. PUBLIC EXAMINATION. Re Li Taking ex parle the debtor.

This was a public examination conducted by Mr. G. H. Wakeman, Official Receiver, M E. J. Grist (of Messre. Wilkinson and Grist) appeared for the debtor, and Mr. R. F. C. Master (of Messrs, Johnson, Stokes and Master) appeared on behalf of a creditor.

as a general merchant, at No. 5, Yuen On Street. He was sole owner and commenced business on April 27th, 1905, with a capital of \$4,600. The chief part of his business was

goods to the Kwong Liu Yueu Kee to the value of \$6,000 odd, and only received on account a sum of \$800. That firm ceased to carry on business in February or March of this | via ports of call. year because of the earthquake and fire. The Lee Tai-lung of New York owed him \$3,450, and hereceived an installment from them in February or March of this year. He shipped the goods at the end of last and at the beginning of this

year, and the money could probably be recovered. One, Li Tak, owed him \$625, but he put the amount down as a bad debt as the man had disappeared.

Mr. Grist applied for the debter's adjudi-

Mr. Master made a similar application and

applied for costs. His Lordship closed the examination and adjourned the case until the Official Receiver furnished his report.

ANOTHER EXAMINATION. Wong Tseung-cheung, alias Wong Choi, ex parte the debtor.

The Official Receiver also conducted this public examination. Mr. R. A. Harding appeared for the debtor, and Mr. G. E. Morrell (of Messrs, Dennys and Bowley) for 24 creditors. Wong Tseung-cheung said he was sole owner of the stationery business which started in 1903. When the business started there were 13 partners, but twelve had retired.

Mr. Wakeman-What was the reason of the other partners retiring ?

His Lordship-They left him to run the

Debtor - The business was not a paying one; they lost money every year, so decided to retire His Lordship-WLy didn't you retire too !

Debtor-If I did there would be no one to take the shop over.

Mr. Wakeman-And these partners, when they retired, took out \$100 each F Debter-Yes, I paid them that amount.

Mr. Wakeman-And at the time you couldn't pay your debts, could you!

Debtor-There were no debts.

Mr. Wakeman-You said you had been losing all along. Debtor-Although there were losses each

year I settled up the debt. in full, His Lordship-What are his liabilities? Mr. Wakeman-They total \$38,294.

His Lordship-Has he incurred the whole of that since June.

Mr. Wakeman-Since June 3rd.

His Lordship—He has done very well. Continuing, debtor said the greater part of his liabilities were in China; 267 debts were due to his shop since last Chinese new year. he borrowed over \$20,000 to pay off the firm's

His Lordship-The other 12 ought to come in to pay a proportion of that, surely. It is absurd to suppose he borrawed on his own

Examined by Mr. Morrell, debtor said he This was an application for payment out of knew he was insolvent on June 3rd. He was destroyed by fire, so knew he could not pay

> His Lordship-The other partners appear to have left him as the proverbial rate leave the

> The examination was closed and an adjudication order granted.

> > POLICE COURT. Thursday, July 12th.

BEFORE ME. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

A LOVERS QUARREL Miss Vera Marshall was charged by Mr. Edmund Johannsen with having on the 23rd June, by means of a trick, stolen two diamond earrings valued \$4,75%. Mr. P. W. Goldring

appeared for complainant. Defendant when charged said-Why, I don't understand anything about it. Mr. Johannsen was to have married me until the day before yesterday. I told him if he did not marry me I would sue him for breach of promise. Why. he had never given me any presents, only a few small articles worth five or six dollars, toilet

His Worship-Mr. Johannsen has sworn an information against you saying that you had

stolen these thinge. It appeared that complainant was anxious now to withdraw the charge, but this could not be done. The magistrate said he would admit her to bail.

Defendant-Why. I don't understand. His Worship then explained to her that he would liberate her it she could find someone who would go bail for her in the sum of \$5,000. Defendant said she had understood it was all

charge, has be not? His Worship-Yes. Defendant-I have been engaged to him to be married for more than a year. Our quarrel

N 1 18

is certainly our own affair, and I don't see why anyone should interfere. His Worship—This Court is not a place for settling lovers quarrels. Why should he have laid this information

Defendant-I am not to blame for that. He has written me this letter which shows that. wish he would come bere himself. After some further discussion as to bail, his Worship said that if complainant would enter

into a bail for \$5,000 he would remand the case. Mr. Goldring said that his client did not Li Tah-ng said he lately carried on business feel safe in entering into such a bond. His Worship-I must let the matter stand over. Remanded till to-morrow afternoon.

LATEST STEAMER MOVEMENTS.

The O. & O. str. Coptic will sail from Yokohama for this port on the 18th inst., and is due here on the 23rd inst. The Boston S.S. Co.'s str. Tremont sailed from Tacoma on the 10th inst. for Hongkong

The N.Y.K. str. Aki Maru (American Line) left Shanghai for this port on the 11th inst. and is expected here on the 14th inst. The N.Y.K. str. Bombay Moru (Bombay Line) left Shanghai for this port on the 11th inst.,

and is expected here on the 14th inst.

right. She had seen the American Consul, who had given her a letter. This was handed up to the Magistrate, who Defendant-Mr. Johannsen has brought this

MACAO. [FROM OUR CORRESPONDENT.]

'AN UNEASY SUSPICION. The Government has appointed a committee to go from house to house for the purpose taking notes about the monthly rentals. What is the object of this? Probably to increase the tax. If such is the case it is indeed a hardship which they are imposing on the poor inhabitants of this city. The revenue of Mccao is more than ample to meet expenditure, and no extraordinary expenditure is contemplated for the improvement of the city, so the tax on house rents should be reduced instead of being increased.

AN "AMERICAN BAR." A new concern has sprung up in the Rua Central under the above designation. The locality does not seem appropriate for

business of this sort. THE ELECTRIC LIGHT AGAIN. "Hope deferred maketh the heart sick." are still without good light.

POSTAGE ON LETTERS. Why are letters from Macao to Hongkong and Canton made to pay three cents postage while those coming from those places pay only two? Some time ago the pestage from here was the same as from Hongkong and Canton. Why has it been increased?

RECLAMATION WORK. The work on 150 metres of reclaimed grount under the "Boa Vista" Hotel is proceeding very fast, and soon the inhabitants of Macad should have a very pretty " praya" on which to promenade.

METROPOLE HOTEL SOLD

Yesterday afternoon, by order of the mortregistered in the Land Office as I nland Lot No. 1:705. The lot has an area of :07,900 square feet, and is held for a term of 999 years granted by a Crown lease dated February 1st. 1901, subject to the payment of at annual Crown read of \$478. Erected on the said lot is the valuable property known as the Metropole Hotel. As a only two intending purchasers out of the number present. Bidding opened at \$20,000, and rose slowly to \$26,000, at which figure the property was knocked down to Mr. Ley Sing-kiu, Mr. F X. d'Almada e Castro was the solicitor for the his heart bleed copiously.

#### THE HARBOUR ABLAZE.

Residents of (East Point witnessed quite an unusual sight yesterday morning, when a considerable expanse of water in the harbour was covered by flame. This phenomenen occurred through waste oil which is supposed to have been drained from the oil tanks of the cartoons in Peking, Mr. Lousdale asked the Dutch Petroleum Works into the harbour. Secretary for Foreign Affairs whether, in view The crews of a number of junks and sumpans of the fact that these pictorial inexactifudes were in the vicinity were burning grass off the calculated to inflame Chinese resontment against the insignificant being that has "a wage" bottoms of their vessels, and some hot askes falling into the water, the oil instantly ignited. To excape the vessels in the vicinity had to "up anchor" and get under weigh with all possible speed. One sampan was burnt, and another con siderably damaged, while Gordon's Wharf was saved from destruction by the prompt appearance of the Fire Brigade from No. 2 Police Station, 'The blaze was of short duration, but the damage might; have been considerable had it not been for the concerted action of the Chinese on the spot who rendered excellent service in fighting the flames. The fire was first witnessed at the Bry View Police Station, from which a telephone message was despatched to No. 2 Station. The brigade were soon in attendance, but with the exception further? What a holy spectacle we are to the of the wharf the tire had burnt itself out on I heathon that sits in darkness! their arrival.

#### CORRESPONDENCE:

THE MURDER MYSTERY

TO THE EDITOR OF THE " DAILY PRESS."

seamen of stealing nearly everything they had, his already beautiful voice and make him They called each other " Pearl" and "Ruby": greater favourite that ever on the platform in I never heard of the Christian names now Hongkong. given .- Yours truly,

#### A SHIPPING COMBINE.

Mosers. Shewan, Tomes & Co., agents of the Shire-Line, have received information from Messrs. Jenkins & Co., Ltd., London, that they | Hongkong itself, the statement is often heard whereby the following steamers belonging to Messrs. Brocklebank & Co., of Liverpool, will be run regularly under the Shiro Line. The steamers referred to are the Ameer, Gackwar. Marwarri, Bengali, and Pindari. The arrangement was to come into force from 1st July, and these five steamers after that date will be renamed as follows: - Glamorganshire, Cardiganshire, Montgomeryshire, and Pembrokeshire. By this new arrangement there will be considerable development in the Shire Line business so far as Hongkong and China is concerned.

HOME AND CHINA AFFAIRS

(FROM OUR CORRESPONDENT.)

PICTORIAL INEXACTITUDES. London, June 14th. Cant is one of the prevailing curses of England. Several years ago, Ouida, in one of her characteristic outbursts, took up the theme, and scarified English society in all its grades. But cant is as prevalent to-day as it was when Ouida wrote, and in no recent instance has it been exemplified more prominently than in the agitation against Chinese labour in the Transcomprehend the outery that was made during as I did, you cannot conceive the disturbing in. fluence of partizan over-zeal upon the intellects of your fellow-countrymen. Many a heart must have bled for the poor suffering coolies in the Rand compounds! Lord Elgin had too much sense to be led as ray even by his party leader, the coiner of phrases like "methods -of barbarism "and "taint of slavery". Yet, to appease in the Transvanl riscu up as one man and called Lord Elginandthe Liberal Government blessed? Not a bit of it. They hug their chains --the hypothetic chains of Radical election posters. Only twelve out of 60,000 want to go home ; gager, Mr. Lammert, auctioneer, put up They prefer the good food and the good for sale by public auctional that piece or parcel lodging of the Transval to the luxury and of ground situate at Shaukiwan Road and freedom of their native land. Striving after a blessed consistency, some of the Liberals, like Dr. Macnemara and Mr. Hilniro Belloc, insist on the use of the word "slavery" and the repatriation of the Chinese whether they want it or not, but it is being borne in upon the minds of the people that they were handwinked by the speeches from Liberal platforms, that these speeches consisted mainly the previous day's sale, there were evidently of a mixture of bunkum and cant, and I notice that even Dr. Chifford, who ramped and raved about this so-called "slavery" till he got his nonconformist friends returned to power, is now ominously silent on a subject that used to make

> THEIR EFFECT IN CHINA. While we condemn the lies that were used as party cries and chaff the Radicals, we cannot overlook the serious aspect of the matter that arises out of the reproduction in China of the Chinese labour cartoons, which Mr. Lonsdale: the Unionist Member for Mid Armagh, has so pithily described as "pictorial inexactitudes". Calling attention to the reproduction of these British residents in China and interfere with British trade with that country, he would represent to the Chinese Government the desirability of stopping the further circulation of these cartoons, Sir Edward Gray had no official information on the point, and relies on the British Charge d'Affaires at Peking to inform him what action should be taken, if any, to counteract the dangers arising from the reproduction of the cartoons. The pity of it is that there should have been any originals to reproduce. Thus comes home to roost the evil deeds born of terminological inexactitude sired by cant. And it is the Government that came into office by the aid of these pictorial lies that is concerning itself so much with the religious education of the children! Can cant take us

I hear that Lieutenant G. P. Lannert, who is at present in London on holiday, is likely to represent the Hongkong Volunteer Corps at the forthcoming National Rifle Association meeting at Bisley. Should be do so, the Colony will be worthily represented, though it is Sir, -Your account of the brutal treatment matter of regret that Lieutenant Lummert did of the Misses Hogg has interest for many but shoot at Bi-ley when he was in the heyday people in Hongkong who knew them. Only of his shooting strength. With Major Chapthe other day I was talking with a lady, at man and Captain Macdonald at home-and Kowloon about them. The piece at the end | there must be other Hongkong volunteers on of your report, "by one who knew them." | heliday in the old country just now-it would must have been written by a man, as he talks | be a good thing if they could get together a of their wearing "rusty grey or brown stuff." | team to shoot in some of the representative It was blue serge, I remember, patched and matches, su h as the Kolapure Cup. I hope to darned with white cotton They did not be able to cable to you some of Lieutenant always stay at the Grand Hotel, but at the Lammert's successes. His Hongkong and Club Hotel, Yokohama, and afterwards took a | Shanghai friends will be interested to learn house near Winstanley's Farm. Five years ago | that Mr. Lammert is taking advantage of his last May, I think it was, they were going home | visit to England to improve his musical knowon the Sobraon, which was wrecked. They were ledge. He is, I believe, a fairly regular transferred to the Prinz Heinrich, and I attendant at the best concert rooms, and he is remember they accused the Sobraon's Lascar taking singing lessons, which should improve

HONGKONG AT BISLEY.

LONDON'S NEWSPAPERS. Taking into consideration its importance as the centre of a world-wide empire, if not the centre of the civilised world, London is badly served by its newspapers. In isolated stations in India, in the treaty ports of China, even in have just definitely concluded an arrangement that the newspapers never contain anything of interest: As a matter of fact, every community has the newspaper it deserves. Except London Irish Times, the Scotsman.

Manchester Guardian have often a botter remedy against anarchism than to find a worksummary of London news than any of the able scheme. One thing at least London can do, Loudon dailies, and an infinitely better supply | and that is to suppress the foreign newspapers of district and provincial news. The supply of of the East End that publish the anarchistic foreign telegrams may not rise to the Times propaganda. There is also a hope that the standard of excellence, but then the provincial present Government will take some action to papers, like you in Hongkong and China, have | remove the Continental reproach that England to rely to some extent on a service that is not is the home of the anarchist fraternity. always adequate, however well managed in some respects. Even the London dailies lack enterprise, and one of the leading papers, which its staff considers as a serious rival to the Times, missed in the course of a fortnight vaal. To some extent you have been enabled to such important events as the attempted assassination of the King and Queen of Spain, the General Election against "Chinese slavery | the capture and snicide of the nuarchist Morral, so-called, but unless you had listened to some of and the death of Mr. Seddon. These were no the perfervid speeches from Liberal platforms, ordinary "happenings", and not even the "largest and best" can afford to miss them. But the average Landoner is long-suffering, and he does not write to the editor that henceforth he intends to subscribe to "the hated rival"! Among the Liberal papers the Tribune seems to have scored a "succes d'estime". Whether it will ever he a financial success is doubtful. It does not appear to have the extremists of the Liberal party, he issued to injured the prestige of the Daily Chronicle the Chinese in the Transvaal a proclamatica or to have taken away any of the advertising that will go down to posterity as a masterpiece revenue of that excellently-conducted journal. of cant, a curio in the art of administration. but one hears less nowadovs of the Daily "It has come to my ears," he wrote, "that News, which is not the literary product it was certain among you are discontented in spirit. ten years ugo, or less, The Tribunc, what-Cases such as these give rise to feelings of ever its management may sim at, will never be compassion." Then he proceeded to relate how the organ of advanced Liberalism among the the discontented is spirit might be repatriated lower classes. It must tend to Whiggism. at their own expense, more or less. How have | So the Labour party is bringing out a morning the coolies responded? Have the 60,000 coolies daily of its own. The new paper is to be called The Majority, and the metropolis and the provinces have been posted with bills urging all who work for wage or salary, who are, of course, the majority, to subscribe to the

> THE WORKERS' PAPER. The appeal issued by the representatives of the Labour party soliciting support for Th Majority is causing a flutter in Liberal circles. It is stated that if the new paper obtains six million readers, a sum of £300,000 a year will be given to the funds of the Lubour organisations. The Daily News properly enough calls this "the riotous fancy of bubble company-promoter", and complains that the origin of the new venture is "strangely veiled". The "National Liberal Organ" as i still styles itself, with what degree of justifical tion I would not like to say, also says, "We trust for the good name of the Liberal labour group that if there has been an improper use of any of the names we have mentioned no time will be lost in dissociating them from so doubtful a proceeding". As can of Harmsworth papers remarks, "Obviously the prospect of the new journal obtaining six million readers is not to the liking of some other journals". [The Labour members have disowned any connection with it.

> I fear The Majority -with a big "M" has little prospect of success, for ." the majority "-with a little "m"-do not advertise. Besides, the man with "a salary" does not reckon himself in the same class with If the new paper survives long enough to obtain a million readers - and subscribers - there are hopes of ultimate success, but the public is slow to roll up in its millions.

> ENGLAND AND ANARCHIEM The recent attempted assassifation of the young King and Queen of Spain has led to. renewed demands for international action for the protection of society from the attacks of militant aparchism. There is the usual outburst of natural indignation, and the usual crop of fantastic proposals for ending anarchism. But the soberer journals and weeklies discuss the situation with a calmness that may be admirable. but a columness that is exasperating to the average unthinking man in the street, who forgets the danger to himself from panic legilation. We can sympathise with the universal indignation, yet we are forced to confess that the occasion is one for calmness and careful thought before we legislate. There are two types of anarchists. There is the theorist who seeks a wholesale reform of society. With much of his doctrine it is easy to agree. It would be an injustice to him to assert that he advocates murder, even the murder of despots Then there is the anarchist who is an Ishmael of society-the man whose hand is against every other man, be he despot, capitalist, or even his more successful neighbour. With him there can be no sympathy. Nothing that society could do would satisfy him. He is a madman, and when found should be dealt with in such manner that he could no longer be a

menace to society.

TRE ANARCHIST PRESS. ()ne journal sapiently suggests that all society can to for its own protection is to see that the police so surround our rulers that the anarchists connot fail to recognise that attempts on their lives must fail. But surely something more is possible. This country is being accused by our Continental neighbours of harbouring known anarchists of criminal intent, and by co-operation it is surely possible to encompass the safety of society by dealing with the militant anarchist wherever he is found. The Aliens Act should help our police to prevent the increase of foreign anarchists in this country. There might be an international agroement to arrest all suspects and have a sort of clearing house for criminals, but the English mind hesitates to take any action that, be construed as shutting refugee. What, to take local Let the man in Houghong who grumbles instances, would be the position of the because his morning paper does not contain full Shanghai Settlement in the case of a second reports of the sitting of Parliament, and a Knng Yu-wei, or Hongkong in the case of a supply of foreign telegrams at least equal to second Sun Yat-sen? The mere evidence of the Times, reflect on the shortcomings of Chinese mandarins is always looked askance the London newspapers as a whole. The before a Governor grants an extradition order a pressure of 38 pounds per square foot, and 92 and the So, you see, it is much easier to call out for a miles 42 pounds.

THE NEW LOAD LINE.

Perhaps it is not generally known that as the result of the new Board of Trade rules an innovation is being carried out which may have far reaching effects on British shipping. Load lines are being adjusted to allow of the deeper loading of vessels, an alteration which was necessary in the interests of owners by reason of the changes which had gradually taken place in the construction of vessels since the previous regulations were framed about twenty years ago, and under this arrangement the British moreantile tonnage will be materially increased. But

this does not necessarily apply to Hougkong. As Mr. James MacDonald, Government Marine Surveyor, informed our representative. there will be no change in the statistics of Hongkong. The statistics of the first port in the world are based on the gross registered tohunge of the ships entering and clearing, and the only alteration will be that vessels. by being allowed to load deeper, can enrry more cargo. The gross registered tonnage will of course remain the same, Proceeding, Mr. MacDonald explained that a now type of vessel, the shelter deck type, had established litself since the load line was first introduced. These ships are nilowed to load much deeper than they were formerly, under the revised regulations, while the span dick vessels, to a smaller extent, are permitted to do the same. So that practically it is these two types of versel that benifit. When the rules came into operation, owners at home cabled to their agents abroad to have the load lines of their ships altered, but in one case, that of the Twickenham, members of the crew objected, as the new conditions violated their agreements.

The Harbour Master (Hon. Captain L. A. W. Harnes-Lawrence), interviewed by our representative, said that the adjustment of the load line raised some difficulty, as in vessel which had sailed from Britain priorthese new Board of Trade rules coming into operation the men pointed that any alteration made on the load line violated their agreements. Doubtless many were making this a pretext for getting clear of the ship and sent home. There was really no question of safety involved. Owners on the one hand were auxious to take advantage of the new conditions at once, but of course he had to point out that unless the alteration was entered in the agreement with the men he could not recognise it. In other words the consent of the mon who had sailed under agreement must be obtained, otherwise they cannot be compelled to remain on the ship. Therefore the old mark must hold good until authority is obtained to calter the load line. On the subject of the shipping statistics Captain Barnes-Lawrence remarked that the ships-could-ander-the-new conditions-carry-his Majesty. There was no delay; a short cargo then shippers might with fewer vessels. The tendency nowadays was to employ larger ships, and this result was not impossible. But the whole thing was very problematical. We might get bigger ships and more of him. Doubtless the return of the tennage of cargo's in Hongkong will be effected by the alteration, and therefore, indirectly, the tonnage of vessels will be diminished, If ships are enabled to carry about 25 for 300 tons more it might naturally follow that the employment of fewer ships might-be considered. "Mr. Lambert, Lloyd's Agent, did not feel free to discuss the question, but pointed out that as the deck constinction of modern vessels gave a greater bnoyuncy than was possessed by the older

ships it was only fair to owners that there should be a greater cargo space commensurate with this greater buoyancy reserve. The alteration of the load line was a perfectly natural sequence to the changes that had gradually been introduced in the construction of ships since the last rules were framed by the Beard of Trade. Our representative's next call was on Mr. W.

J. Saunders, manager of the Union Insurance Society of Canton, Ltd. Asked as at the possibility of an increase in insurance risks in t consequence of the adjustment of load lines, Mr. Saunders said there had been no suggestion of putting up rates at present. Possibly, after a few strandings of the deeper draught vessels the rate might be "increased; but at present nothing would be done, as if one company attempted to advance rates the business would be passed over to others. The deeper draught would certainly have adverse influence on strandings, as a vessel with the new load line was liable to strike a rock which a ship with the present draught would pass over. In conclusion, Mr. Saunders jocularly remarked that the underwriters would like to see more strandings, as it, was their only opportunity of

THE SHANGHAI STORM

NOT A TYPHOON.

making money

The following interesting comments come from the observatory at Sicawei .- The phenomenon has passed nearly with the features of the equalls or tornadoes of America : it was not a typhoon. One of the electric discharges struck - the anemometer of the observatory, and put out of use nearly every electric wire of the self-

registering instruments. quarter of an hour, the shemometer of the Sicawei tower registered 35 kilometres of wind, greater figures were attained (say 90 or 92 miles). This is enough to explain the havor. I from the east, bearing on its bosom the sheaves, According to H. A. Hazen, 87 miles p.b. gives

#### HOME PRICES. KODAKS

No. 3 FOLDING POCKET KODAK (£3-12-6d.) \$38.00 , 4 CARTRIDGE (£5-15-0d.) \$60.00

LONG. HING & CO..

No. 17, QUEEN'S ROAD.

SEASONABLE WINES. HOCKS

FROM LANGENBACH & SOHNE, WORMS-ON-RHINE

| •             |   |   |   |     |   |   |   |    | THE THE PARTY OF THE PARTY. |   |   |    |                    |         |
|---------------|---|---|---|-----|---|---|---|----|-----------------------------|---|---|----|--------------------|---------|
|               | i | , |   |     |   |   |   | 4  |                             |   |   |    | l doz.<br>Bottles. | 2 doz.  |
| Laubenheimer  |   | - | • | - 4 | • | • |   | -  | -                           | - | - | ٠. | \$13 00            | \$15.00 |
| Grancher      |   | - |   | -   | * |   |   | -  | -                           | - | • |    | 14.00              | 16.00   |
| Niersteiner   |   | • |   | 14  |   |   |   | -  |                             | * |   |    | 15. 0              | 17.00   |
| Hochbeimer -  | - | - |   |     |   | 4 |   |    | •                           |   |   |    | 29.00              | 22.00   |
| Liebfraumilch | • | - |   | •   | - | • | ٠ | 1. | -                           | • |   |    | 24,00              | 26,00   |
|               |   |   |   |     |   |   |   |    |                             |   |   |    |                    |         |

SOLE AGENTS.

H. PRICE & CO.. 12, QUEEN'S ROAD CENTRAL.

CIGARS :- ALHAMBRA Manila Factories.

Price List on Application.

THE KING AT ST. PAUL'S.

The setting apart of a chapel for the Knights Cathedral, permitted of a very striking pageant

part. Following, are extracts from a long account of the proceedings : -A bright sunny day outside, with just enough air to stir the young leaves of the plane-trees in the churchyard, and set the lazy battalious of flags rolling luxuriously above the housetops inside, b neath the huge, grey vaults, a pleasant quietness, just tinged with the muffled roar of Loudon, that never completely dies away. Great airy buttresses of sunlit motes signied down from the southern windows, and through the open western doors the covered way of scarlet and white shone in the noonday glare. Beneath the dome a wide central passage was kept by the Yeomen of the Guard, their

quaint apparel setting the clock back by just those conturies that have intervened between to-day and the consecration of the last ch mel of a knightly Order. The scarlet of a line of Grenadiers continued the scheme of colour down to the western doors. On either side, between the pillars, the nave and rotunds were gay with the summer silks

and laces of invited guests, sisters, wives, and friends of the members of the Order. Here and there among them the red of a uniform sprang out in high and somewhat discordant relief, but the sunninesss of the day did much to reconcile the many hues. Further to the east, a close-set double square of seats marked the space reserved for the Companions. The Knights Commanders were seated in the choir, and above them Grinling Gibbons' stalls yawned empty, waiting for the arrival of the "Grand Crosses." These latter, at the other end of the THE church, awaited the arrival of the King. Almost as noon struck, a hurricane of cheer-

ing and the subdued cadence of a brass

procession was formed of the Bishop or London, the Dean, Archdescon Sinclair, and the suffragen bishops of the diocese who, in peremonial copes, escorted the King to his stall in the newly-decorated and fitted home of the Order. It will be unnecessary to do more here than record the dedication of the chapel by the Bishop of London, assisted by Bishop Montgomery, the Prelate of the Order. the Dean, and four of the Cathedral Canons. This part of the service lasted only five minutes. The dedicatory prayer was excellently worded. and struck the true note of the occasion. was, indeed, the ordaining of "a spiritual dwelling-place for these, our brethren, who have served our Lord the King in all parts of his dominions," and the significance of the festival was kept in view from one end of the service to the other. Immediately afterwards the procession was re-formed, and the Knights Grand Cross, each wrapped in his rich Saxon blue mentle, two and two, preceded the King to the chair of honour which had been prepared on the northern side of the high alter. Directly in front of them again, the choristers, attended on either side by the bandsmen of the Grenadier Guards, moved to their seats in the choir, singing the hymn, " For all the suints who from their labours rest." The Lord Mayor of London, in his full robes of crimson velvet and ermine. and duly attended by the Sheriffs, the Swordbearer, the Macebearer, and other civic officials, had shortly before taken his place beneath the

It was a splendid movement of sheer colour

as the knights, in their blue mantles, took up their places in front of the old brown woodwork of the stalls, while above them the tangled iridescence of Sir William Richmond's mosaics roofed in the picture. In the distance wathe old rose silk brocaded canopy that overhung, the King and the heavily embroidered vestments of the moving clergy harmonised well with the many colours of the scene. The prelate of the Order then opened the service, and a couple of padms were sung. The second was a happy choice indeed, and there must have been many in the great gathering who, in no idle or irreverent way, substituted more modern names for those of the well-known verses. "Jerusalem is built as a city: that is at unity in itself. For ! thither the tribes go up, even the tribes of the Lord: to testify nato Israel to give thanks unto the name of the Lord. For there is the seat responsibilities which the British Empire may of judgment: even the sent of the house of David. O pray for the peace of Jerusalem. The lesson followed, and the members of this Order of militant Christianity not unfitly heard again the austoro promise that they shall "be able, baving done all, to stand," followed another hymn, and then a short and vigorous sermon by the prelate. Apt and well phrased was his adjuration, that it is rather in the hope of read-ring further service in the future that the pride of the Order by. Others Full accounts of the damage done in the may praise their achievement, it is for the Settlements are published in the daily papers. members only to watch for yet another oppor-Let us say only that about 11 a. m. during a tunity. A quaint and picturesque point was made by the prelate in reminding them that "in place of the Dake of Wellington, you are which makes a velocity of 140 kilometers (87 | now made the Guardians of the West Door of miles) an hour. It is quite certain that during | the Cathedral, hard by those broad steps which westward mightily, till it returns to us again

> we trust, of no selfish harvest." After the Creed and the Lord's Prayer, there were road two collects, one for each of the two have leisure to indulge.

PRICES HAVE BEEN REVISED

and Companions of this Order, at St. Paul's throughout on basis of prevailing high exchange last month, in which His Majesty the King took

PIANOSI

of great darability, and are entitled to claim for them greater excellence in every particular than any others offered in the Colony.

ARE THE ONLY FIRM who have had long practical experience in Hougkong as

EXPERTS AND MANUFACTURERS and our vastly superior knowledge is embodied in all Pianos we Manufacture

or Import. latter are personally selected at the

factories, and are thoroughly PREPARED PROTECTED THROUGHOUT against heat, damp, and vermin.

band outside announced the arrival of BRANCHES FROM PENANG TO PEKING.

Housekong, 20th May, 1906.

Saints of the Order, versicles and special prayers for the King's Majesty, his subjects, and for the Grand Master and all the members of what was rather inaptly redesignated the Ionian Order, followed, and for the first time in their new home rose the short "bidding prayer" of an English Knighthood-hitherto only associated with the services of St. George's Chapel at Windsor. The chorale, "Now thank we all our God," and the Banediction brought the service to an end, and was the signal for "God save the King," played by the organ and the band together, and sung with the full strength of 3,000, lungs. Then the King, who was looking particularly well, was a gain escorted by the clergy to the western doors, and down the

steps to his carriage. We have said that nothing was missing to add beauty, dignity, or significance to the occasion. Not only is this true, but it is a fact that a deoper and stronger significance than that of anything that occurred was lent by those knights of the Order, of whom it may frightly and earnestly be said that they were conspicuous by their absence. It is a toiling Order, and the old saying is well understood by it- 'Laboraro 'est orare." Each in his own place, whether in Embassies in foreign capitals, in Government houses, in councilchambers, in poky offices, or even beneath the et fling canvas of a berely-furnished tent, those members of the Order who were not present played a man's part in the ceremony.... played, indeed, that part which really counts for most in this high chivalry of Imperial development. In the very fact of their absence there rang the same stirring challenge to the imaginations and the hearts of all, as when on that darkened afternoon four years ago those of us who stood in silence while the muffled drums echoed in the spaces of St. Paul's, were vet at that moment following Cecil Rhodes to his last lonely resting-place in the Matoppo Hills. Not en'ire'y uolike, either in significauce or impressiveness, was the absence of the working Imperialists, and there can have been no one in the cathedral who did not leave it with an added awe for the splendid and fearful neither share nor shirk.

We have to thank a local resident for a picture of, and a cutting relating to, the new chapel, for the architectural decoration of which Mr. Somers Clarke is given great credit. It is stated that in addition to the Royal arms, thirty-two of the knights have their banners displayed over their stalls. Other G.C.M.G.'s, for whom no room can yet be found, will have their armorial bearings set in enamelled plaques upon the seafs they occupy on the lower tier. No verbal description seems able to convey-a-proper description of the appearance of the chapel as adapted.

Most of us talk far too much. It is rarely, if some squalls of two or three minutes, still seem to typity the flood of our race, rolling ever, wise to say anything rather than nothing. imposed on each member daily it would be bet ter for the nerves of all, and give time for a little real thought, in which very few seem to

Communications respecting Advertisements, Subscriptions, Printing, Binding, de., should be addressed DAILT PRESS only, and special business matters, THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash,

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: Pirss. Codes: A.B.C., 5th Ed.

Lieber 8. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS



TT IS HEREBY NOTIFIED that the Portion of the QUEEN'S RECREATION GROUND known as the POLO GROUND will be CLOSED for REPAIRS on MON-DAY, the 16th instant, and until further notice. W. CHATHAM,

Director of Public Works Public Works Department, Hongkong, 12th July, 1906.

# GOVERNMENT BILLS.

FETENDERS' for SPECIE, BRITISH and . MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on TUESDAY, the 17th July, 1906.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the CHIEF PAYMASTER, Army Pay Department, and endorsed "TEN. DERS FOR GOVERNMENT BILLS." The right to accept or reject any or all of the

Tenders is reserved. Copies of Forms of Tender can be had on application. J. R. GALE, Capt, A.P.D., H.M. Treasury Chest Officer.

His Majesty's Treasury Office, Fletcher Street. Hongkong, 12th July, 1906. IN THE MATTER OF ORDINANCE

No. 2 of 1892,

IN THE MATTER OF an Application of ALEXANDER PIERCE ANDER. SON, of Chicago, Illinois, U.S.A., Botanist, for LETTERS PATENT for "The Process of treating Starch and Starch Material."

NOTICE IS HEREBY GIVEN that the required Petition, Declaration and Specification have been duly filed in the Office of the Colonist Ascretary, and that it is the intention of the said ALEXANDER PIERCE ANDER-SON, by DENNYS & BOWLEY, his Solicitors, to apply for LETTERS PATENT for the exclusive use of the above-mentioned Invention, within the Colony of Hongkong, at a Sitting of the Executive Council to be held at the Council Chamber, on THURSDAY, the 26th day of July, 1806, at 2.30 P.M.

Dated the 12th day of July, 1906. DENNYS & BOWLEY. Solicitors for the Applicant. PUBLIC AUCTION.

FIRE Undersigned has received instructions to Sell by Public Auction, TO MORROW (SATURDAY). the 14th July, 1906, at 2.30 P.M., at his SALES ROOMS, Queen's Road, LADIES' DRESS MATERIALS, SILKS MUSLIA, LININGS, LACES, TRIM. MINGS, BRAIDS, and RIBBONS;

GENT'S. SUIT LENGTHS, HELMETS, TERMS OF SALE :- As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 13th July, 1906.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & FOOCHOW.

(2) HE Company's Steamship

"HAICHING," Captain A. E. Hodgins, will be despatched for the above Ports on oUNDAY, the 15th inst, at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 13th July 1:06.

DAMPFSCHIFFS-RHEDEREI "UNION ACTIEN-GESELLSCHAFT. FOR NEW YORK.

(With Liberty to Call at the Malabar Coast). THE Steamship

"ALBENGA," Captain Peterson, will be despatched for the above Port on or about SATURDAY, the 25th August, 1906. For Fleight, apply to CARLOWITZ & Co.,

Agents. Hongkong, 13th July, 1906.

WANTED.

JRNISHED BUNGALOW on The Peak, from January for one year or longer. Apply-

"BUNGALOW," Care of "Daily Press" Office. Hongkoug, 12th July, 1906.

WANTED.

CHINESE CLERK for General Office Mork. Write, stating previous experience, to-" B. 145,"

Care of "Daily Press" Office. Hongkeng, 9th July, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT, Stores will be Open at 10 A.M. and 4 P.M. doily, Sunday excepted to receive and deliver perishable goods. Wm. PARLANE, Manager. Hongkong, 18th November, 1901. 47

#### INTIMATIONS

UNITED SHIPPING COMPANY, LTD., Ship and Insurance Brokers. 108, FENCHURCH STREET, LONDON, ENGLAND.

35 ft. 3 in. by 18 ft. 9 in. Deadweight 2,200

Speed about 9 knots on 13 tons. Owners will sell delivery at Hongkong or Jurisdiction in Action No. 371 of 1905 :--

other approved Eastern Port. Price £7,750 1. That the Special Resolution being the (B!orling). Cable offers invited. Cable address - NEUTRAL Hongkong, 12th July, 1906.

THE HEREBY beg to Notify our Cuetomers that WE CANNOT ACCEPT MORE THAN TWO DULLARS in Subsidiary Coins in payment of our accounts, AND OUR SHROFFS HAVE BEEN IN-STRUCTED TO ADHERE STRICTLY TO THIS RULE.

NOTICE.

A. S WATSON & Co., LTD. Hongkong, 4th July, 19 6,

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

FRIARE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz. :-1. Whether the administration of the

Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvemeuts can be made.

Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the

aforesaid Regulations. The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforessid

to the undersigned. Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure. touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN ROWLANDS, Secretary. Hongkong, 7th July, 1906. NOTICE TO MARINERS.

No. 265a (Special). KIUNGCHOW DISTRICT.

HAITAN STRAITS. CAPE CAMI LIGHTHOUSE; INTRIDED CHANGE

IN COLOUR OF TOWER. TATOTICE IS HEREBY GIVEN that on or about the 1st August, the Colour of the CAPE CAMI LIGHT TOWER will be Changed from White to WHITE with one BLACK Horizontal Band.

T. J. ELDRIDGE, Acting Coast Inspector. Imperial Maritime Customs, Coast Inspector's Office.

Shanghai, 2nd July, 1906. [1382]

FOR SALE. 108 TAGE STAMPS. Price List free on application. Approval sheets sent on receipt of approved references. GEO. E

ANTHONISZ, "Sea Spray," Colombo, Caylon. Colombo, 14th April, 1906. THE TRADE MARKS ORDINANCE,

APPLICATION FOR REGISTRATION OF TEADE MARK.

NOTICE IS HEREBY GIVEN that Meeses. LAUTS, WEGENER & Co., Merchants of Victoria, in the Colony of Hongkong, have on the 6th day of June, 1906, applied for the registration in Hongkong, in the REGISTER OF TRADE MARKS, of the following TRADE MARK :-

"A FLYING HERON with Spread Wings, Stretched Legs and his Head Bent Backwards; a STAR on each side of the HERON and the whole surrounded by an Oval."

in the names of JOHANN THEODOR LAUTS, FRANZ HEINBICH LUEDER HAESLOUP and JULIUS FOCKE, trading at LAUTS, WEGENER & Co., who claim to be the Sole Proprietors thereof.

The TRADE MARK has been used by the applicants since March, 1906, in respect of the following goods: -Goods Manufactured from India Rubber and Gutta-percha not included in other Classes.

in Class 40. A Fac-simile of the TRADE MARK can be FRIHE Undersigned will Sell by Public seen at the Office of the Colonial Secretary of | Auction,

Hongkong. Dated the 14th day of June, 1906. LAUTS, WEGENER & Co., Appl cants.

JUST PUBLISHED.

CHILDREN. OF FAR CATHAY. A BOCIAL AND POLITICAL NOVEL ABSORBING INTEREST, By CHAS, J. HALCOMBE

(Formerly of the Imperial Chinese Customs-Service, Author of "The Mystic Flowery Land," etc.). PMYHE VOLUME which consists of 46

Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the brttle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. Its description of Chinese Social Customs

and Superstitions, combined with the insight it gives into political conditions in China makes CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... \$3.50. To be obtained from Messrs. Kelly & Walsh LTD., Messrs. W. BREWER & Co., or from the Printers and Publishers, the "Hongkoon DAILY PRESS" Office. Hongkong, 23rd April, 1906.

PUBLIC COMPANIES

HONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named . Company will THE above Company have for SALE the | be held at the registered Office of the Company, STEEL SCREW STEAMER No. | ALEXANDRA BUILDINGS, Des VOUX Road 8,360, generally of the following description :-- | Central, Victoria, Hongkong, TO-MORROW Built in England 1885. Bimensions 260 ft. by (SATURDAY), the 14th day of July, 1906, at 12 o'clock Noon, for the purpose of passing the tons on 18 ft. 10 in. Triple-Engines 20, 33 and following Resolutions pursuant to the Order 54 by 36 in. stroke. Two S/Ended Boilers. dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original

> Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 2905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAR TRAMWAYS COMPANY, LIMITED, of the other part be and the same are hereby rescinded. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "PEAR TRAM-WATS Co., LID.," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursu at to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "PBAR TRAMWAYS Co., LTD.," in the

same into effect with such (if any) medification as they may think expedient. Should the above Resolutions be passed by the requisite majority they will be submitted for t confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

terms of the said Draft and to carry the

JOHN D' HUMPHREYS & SON. General Managers. THE HONGKONG LANDINVESTMENT

Dated 2nd July, 1906.

AND AGENCY Co., LTD. N INTERIM DIVIDEND of \$3.50 per/ Share for the Fix Months ending 30th June, 1906, will be Payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the

25th instant (both days inclusive). By Order of the Board of Directors, A. SHELTON HOOPER,

Secretary: Hongkong, 10th July, 1906.

#### AUCTIONS

CURTIS BROS. 5 CASES GAMING MACHINERY ARRIVED HONGKONG PER S.S. "ESANG." FROM CHEFOO, 21st JULY, 1905, CONSIGNED TO MESSES. E. H. MURRAY & Co.

NOTICE IS HEREBY GIVEN that the above Cargo, at present lying Unclaimed in the Godowns of the Undersigned, will be sold by PUBLIC AUCTION by Messra. HUGHES & HOUGH, at their Auction Rooms in Ice House Street, at 11 A.M., TO-DAY (FRIDAY). 13th July, 1996, unless the same are previously taken delivery of by PRAYA EAST, No. 91, Top Floor (Godown). Consignees, and the charges incurred paid.

JARDINE, MATHESON & Co., General Managers, Indo-China S.N. Co., Ltd. Hongkong, 30th June, 1906.

BY ORDER OF THE MORTGAGEES. PUBLIC AUCTION.

TESSES. HUGHES and HOUGH have received instructions to Sell by Public On THURSDAY.

the 19th July, 1906, at 3 o'clock in the afternoon. at their Sales Rooms, No. 8, Des Voeux Road Central (corner of Ice House Street), THE FOLLOWING

VERY VALUABLE RECLAMATION PROPERTY. Situate at Victoria, in the Colony of

Hongkong, viz.:-All that Piece or Parcel of Ground situate at Victoria, aforesaid, and registered in the Land Office as the Remaining Portion of the Southern Portion of the Praya Reclamation to Marine Lot No. 57.

The Property is held under the usual reclamation agreement at an annual Crown Rent of not exceeding \$315. The Property contains an area of 13,181 square feet or thereabouts. and has a frontage of 132 feet 11 inches to Des Voeux Road West, and of 98 feet 3 inches to Sutherland Street.

For Further Particulars and Conditions of Sale, apply to Massrs, DENNYS & BOWLEY. Solicitors for the Morigagees, or to

Messrs. HUGHES & HOUGH, Auctioneers. Hongkong, 5th July, 1906.

PUBLIC AUCTION.

On TUESDAY. the 24th July, at 12 o'clock Noon. The Hulk "MEEANEE," late "Screw," 3rd Rate, 3,842 tons. (Lately used by War Department as a

Hospital Ship). CONDITIONS OF SALE. The Hulk will be sold as she now lies in Hongkong Harbour with all Fit ings, etc., and SALISBURY AVENUE, Kowloon.

with the exception of the following, which will not be sold, viz.:-CHAIN CABLES. Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL

YARD. The vessel will be open to Inspection for Seven Days before date of Sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).

Inspecting Orders can be obtained from the The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave Blake Pier at 11 A.M., 11.30 A.M. and 11 45 A.M. on Day of Sale.

of the purchase money to be paid on the fall of the Hammer, balance and the classance to be effected with Seven Days after date of Sale. HUGHES & HOUGH, Auctioneers to the Government.

Hongkong, 12th July, 1906.

TO LET

TO LET.

TO, 16, HOLLYWOOD ROAD, and No. 2, OLD BAILEY.

Apply to-ARRATOON V. APCAR & CO., 45, Wyndham Street. Hongkong, 27th April, 1906. TO LET.

SEMI-DETACHED VILLAS, with Five Big Rooms, in Garden Road, Kowloon, near the Ferry Wharf, Electric Fittings laid on. RENT EXCEPTIONALLY LOW. Apply to-

H. RUTTONJEE, No. 5, D'Aguilar Street, Hongkong, or No. 37, Elgin Road, Kowloon. Hongkong, 12th July, 1906 TO LET,

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Your Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply-REUTER, BROCKELMANN & Co., Prince's Buildings.

TO LET TIWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo. Floor Area, 6,100 square feet each.

Hongkong, 20th March, 1906.

Apply to-JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply to— A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong, 23rd April, 1906. TO LET.

NTO. 2. MACDONNELL ROAD.

COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. TO LET

(Possession from let July, 1906). TO. 13, GAGE STREET, 8-Roomed House, with a Godown. Apply to—

E. A. & C. F. DE CARVALHO. 14. Arbuthnot Road. Hongkong, 18th June, 1906. TO LET.

No. 3, "FAIRVIEW," ROBINSON ROAD Kowloon. "ROSENEATH," and "WOODBURY" GARDEN ROAD, Kowloon, from 31st July. 2ND FLOOR No. 12, Queen's Road Central. Apply to-

LEIGH & ORANGE. 1, Des Voux Road. Hongkong, 1st June, 1906. TO LET.

EYMOUR BOAD LOWER, No. 31. Apply to-SAM WANG CO., LD., 81, Queen's Road Central. Hongkong, 6th February, 1906.

TO LET. NO. 3, CONDUIT ROAD. Electric Light fitting, installed. Possession from lat September, 1906.

Apply to -H. M. H. NEMAZEE. Hongkong, 9th June, 1906.

TO BE LET OR SOLD. With Immediate Possession—in Wanchai Road. ODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable

for storage of any kind of merchandise. Apply to— Care of "Daily Frees" Office. Hongkong, 30th May, 1906.

66 TOROCKHURST,"PEAK, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelors' Mess. 2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift. ONE SHOP at BEACONSFIELD

ARCADE. HOUSES on the ROBINSON ROAD Leve'. Cheap Rentals. 73, WYNDHAM STREET. Apply to-LINSTEAD & DAVIS.

3rd Floor, Alexandra Buildings. Honglong, 1st June, 1906. , HONGKONG CLUB.

TO LET.

FINO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to-C. H. GRACE. Secretary.

TO LET. TTOUSES in AUSTIN AVENUE and about 150 tons of IRON BALLAST on Board, No. 5, GRANVILLE AVENUE, Kowloon Apply to—

Hongkong, 28th May, 1906.

FINANCE CO., LD., Agents. Hongkong, 4th April, 1906. TO LET.

HUMPHREYS ESTATE &

Victoria Buildings.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha. Apply to-H. N. MODY,

Hongkong, 10th May, 1906. TU LET. TRRMS:-Cash before delivery; 25 per cent. EVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Temes & Co.'s Offices. Ground Floors and Top Floor, with Godowns can be let separately on leases.

Apply to— CHUNG SHUN KOC

Hongkong, 19th July, 1905.

First Floor, No. 10, Queen's Road Central.

TO LET

SHAMEEN-CANTON.

TO LET. TO. 2, WEST END TERRACE.

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MENT AND AGENCY CO., LD. Hongkong, 2nd December, 1905. TO LET:

NTO. 1. ORMSBY VILLAS, Kowloon, available at once. Cheap Rent. COMPRADORE'S DEPARTMENT,

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Acting Chief Manage .. Hongkong, 6th June, 1906. EUTSCH-ASIATISCHE BANK.

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Interest allowed on Current Account Deposits received on terms which may be learned D. TOHDOW, Manager: Hongkong, lat July, 1906.

H. PINCKNEY, on application.

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SUNDAYS ONLY: 1st Class, Single... ... ... 31.00 With Cabin ... ... ... \$2,00 1st Class, Return ... ... \$2.00 With Cabin ... ... ... \$3.00 ... ... 40 Cts. 3rd Class, Single Return ... ... 60 ...

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The Steamer is lit throughout by Electricity The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street. MING ON & CO.

2nd Floor, 16, Victoria Street. Hougkoog, 22nd June 1906



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MARUNO-UCHI, TOKIO.

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7.00 a.m. 7.30 a.m. to .8.00 a.m. ... Every 10 minutes. '8:00 a.m. to 8.80 a.m. ... Every 15 minutes. 8.80 a.m. to 9.30 a.m. ... Every 10 minutes. 9.80 s.m. to 11.00 a.m. ... Every 15 minutes. 11.80 a.m. to 12.45 p.m. ... Every 15 minutes. 112.45 p.m. to 115 p.m. ... Every 10 minutes. 1.16 p.m to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. t 2.15 p.m. ... Every 10 minutes. 2.16 pm. t. 3.00 p.m. ... Every 15 minutes. 3.80 pm, to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes. 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every hour.

BATURDAYS. Extra cars at 11.30 p.m. and 11.45 p.m. SUNDAYS.

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JOHN D. HUMPHREYS & EON, Liquidators. Hongkong, 18th July, 1905.

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THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at content

SIEMSSEN & C). Hongkong, 1st January, 1904."

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TILE INSURANCE COMPANY. TOTAL FUNDS AT SIST DECEMBER, 1905

> £17,837,119. AUTHORISHD CAPITAL ... £3,000,000 SUBSCRIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL ..... II. FIRE FUNDS...... 3,386,720 19

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT KISK: against Filtel at Carrent Rates. BHEWAN, TOMES & OD.

Hongkong, 11th July, 1906.

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELLE

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You will be thankful when you become acquainted with Abbey's Salt, for you will find it pleasant and effective.

Abbey's Salt conquers headache, constipation, indigestion, biliousness, and all troubles that come from a disordered condition of the stomach, liver and bowels.

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JAPAN AND MANCHURIA.

A Japanese correspondent of a London paper

It is a little difficult to comprehend the reason for the outery that in some quarters is being made concerning what are described as Japan's trade methods. It has never been pretended, so far as we are aware, that she adopted the "free-trade" policy of her ally in matters mercantile, or that she was ever called up met. do so. The industries of Japan are protected. to a certain extent, beyond question, but this fact does not prevent her from maintaining an "open door" to all comers in Manchuria, as she promised to do. She did not agree to open the Manchuria door exclusively for others to enter by it, merely standing sentine herself at the portal! Yet this appears to be the idea which liers and there obtains regarding Japan's position. She is perfectly ready to admit, even HIE Undersigned, having been appointed to welcome, the traders of all nations, but it AGENTS for the above Company, are would be unreasonable of them to ask her t epared to ACCEPT RISKS against FIRE exclude her own people or to make any vital change in her plans for fostering their commercial activities. When Brown and Smith open shops in the same street in a town in Great Britain, no matter whether they may or may not sell the same class of goods they do not dictate to one another how each shall conduct his business, but they maintain a friendly rivalry, each carrying out his own theory of trade with the object of securing financial success. We have never yet known the principle to be laid down that the preservation of the "open door" to al competitors involves the acceptance by all any prescribed method of trading, and in practice it will be found that every nation that may be concerned in the competition for the custom of the inhabitants of Manchuria will adhere to its own system of doing business. Industrially and geographically considered, Japan occupies a most favourable position for carrying on trade there, and she expended blood and treasure in order to make sure that she should not be shut out from that region by Russia. To-day the Russiaus are as free as the people of other countries to enter that part of the Chinese Empire and do that Japan is to forego her own right to a share of the commerce of the three provinces, or to 26, 1906. refrain from making the most strenuous efforts

to secure as large a proportion of it as possible. Efforts are apparently being made to show that Japan seeks to exclude other nations, excepting the Chinese, from holding part or let in the "Eastern Chinese Ruilway", which is now to become the property of the South Manchurian Railway Company, a new jointstock concern. An Imperial Ordinance has been issued at Tokyo, by Article 2 of which it is decreed that only the Chinese and Japanese Governments and Chinese and Japanese subjects shall become shareholders. But it is scarcely fair to infer from this fact that Japan desires to have exclusive dealings with China in this matter, for the truth is that in the Agreement recently concluded between Japan and China, as the outcome of the Portsmouth Peace Treaty of last year, it was expressly stipulated that Japan should take precisely the place of Russia in regard both to the railway and to the leave of the Kwantung Peninsula, which includes Dalny (Talienwan). Japan merely steps into the position vacated by Russia, and has no prevent the restriction alluded to being introduced, but as the Chinese insisted on absolute adherence to the letter of the original concession to Russia, and as it was obviously impossible for Russia to transfer to Japanhowever willing she may have been to do somore than she herself possessed under the Russo-Chinese Convention, China's view of the position had to be accepted. Those who object to the existence of limitations concerning shareholders in the "South Manchuria Railway must find fault therefore with China, and not with Japan.

There is another little matter connected with Japan's position in Manchuria which had better be explained lest it also should give rise to misconception. A suggestion was made some time back that it would be a wise thing to open an exhibition at Mukden, and the Japanese Government was approached on the question of financial support, as it was thought that it might be useful to familiarise the inhabitants of Manchuria with the sight of Japanese products. The Government was willing to back the efferprise to a small extent, in the interest of the nation at large, perhaps to the sum of £4,000 or £5,000. As, however, the city of Mukden, in common with some other places in Manchemia where Language influences in Manchuria where Japanese influence predominates, was thrown open on the 1st of June the promoters of the exhibition have come to the conclusion that the dimensions originally con-templated would be altogether inadequate for the purpose now that Mukden is to be a place of international trade, where an influx of people from all the countries of the globe may presently be looked for, and the project has temporarily been abandoned. The hope is, however, that the Government will be propared to give the scheme a greater measure of support, and should this be so it will most likely be revived in a way to do ample credit to Japanese industries.

> OWNERSHIP OF THE NEW HEBRIDES.

AUSTRALIAN REPRESENTATIONS. The State Government on June 1st entertained Mr. Seddon at a dinner. The New Zealand Promier said he was prepared to admit Australian sugar into New Zealand free, sacra-

fixing £186,000 of revenue annually. A deputation of the Presbyterian Church of Victoria has waited upon Mr. Deakin, the Federal Premier, and Mr. Sedd in to urge the importance of the New Hebrides becoming British. It was suggested that France should be given Mauritius, or other territory elsewhere, in exchange for the rights of the New Hebrides. It was also asked that natives of the islands should be allowed an advocate before the Lands

Mr. Deakin replied that he and Mr. Seddon were considering the question of the New Hebridos, and that their deliberations were not

Mr. Sedden said that he was entirely in accord with the sentiments of the deputation. When the Papama Canal was completed, the islands of the Pacific would become of vital importance. Mr., Doakin and he had sent despatches to the Imperial Government urging that the New Hebrides should become British. The replies had been marked confidential, and this prejudiced their positon. He would like to join Mr. Deakin in asking the Imperial Government tos anction their publication. If the draft agreement lately concluded between France and Great Britain were published, the deputation might well say that there was a necessity for its representations. Mr. Deakin and himself had been asked to give advice upon the proposed agreement and he thought that the Colonius should have been consulted before it was drawn up. He agreed that if France coded her interests in the New Hebrides, the granting of territory, would be the proper solution of the difficulty. Representations would be made on those lines. He had suggested a division of the islands rather than a joint protectorate. Mr. Deakin, replying to a question, said that

the agreement would not be confirmed unti the views of Australia and New Zealand had been considered by the Imperial Government. Renter's agency learned that no official representations with regard to the New Hebrides had been received from Mr. Deakin or Mr. Sedden since the signature of the business there, but that by no means implies agreement regarding the New Hebrides between Great Britain and France on February

#### FASHIONS IN STIMULANTS

An interesting volume might be written on the unaccountable changes of popular tastes in wines and spirits. They come into favour and go out of it as if in obedience to some secret law. There was a time, for instance, when whisky was an almost unknown drink in England, except among Scotch and Irish immigrants. Brandy and gin commanded the situation between them, the former usually brown in hue, and the latter of the sweet sort All of a sudden, whisky came along with a rush, and displaced both to a very large extent Of late, however, brandy has been coming back into vogue, while down in the soft West Country, " Plymouth ", as unsweetened gin is called, is held in ever-increasing favour. Rum, after a bit of a boom two or three years back, has become quiescent, but its turn is sure to come sooner or later. Among wines, sherry has suffered a considerable eclipse of its former choice in the matter. Japan rather wished to popularity; while on the other hand, there port of the lighter sorts. Champagne is much less consumed than was the case when companypromoting was such a lucrative business, but claret and hock have, it would appear, an increased number of prirons. On descending from these high altitudes to malt liquors, black beer continues out of fashion, while the amber and bitter variety has to fight hard to withstand the rivilry of spirits. And so the struggle goes on dealers having to safeguard themselves from being caught with collars full of unfashionable tipple.

SYRUP

Compounded of roots and

herbs, houner Seigel's Syrup can-

tune depositive stimulants mid

tomics for the steamen, inver and

ketness, that render it meninable

to all who by reason of sedentary

premission, Morry, overwork of Chargo counges, back the vigour, country and six nigth which can a alone to legis much from good food,

well this sted.

INDIGESTION

DIGESTION

"Whatever Intercursed me pain. I had fainting at and would be unconscious

sometimes for an hour. If I ever bet myself I well to go in for breath, and I was very

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When everything the had failed Mother Seigel's Syrup cared me completely."

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The world wide popularity of

Mother Seigel's figure is lessed on the recomme addition of countiess

thousands of men and women

whom it has enred of indigestion,

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nches, dissiners, sleeparsaners,

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# BAHADUR CIGARS.

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\$2.50 PER 100 \$2.25 PER 100

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CASH less 10 per cent. CREDIT loss 5 per cent.

#### REORGANISING KOREAN FINANCES.

From an appendix to the six h Financial and Economic Annual of Japan it is easy to extract | a succinct account of what Mr. Megats, Director of the Japanese Revenue Bureau, has been doing in Kores, to earn so much praise and censure. ' For securing the independence and integrity of the Korean empire", the oppendix says, this It seems they needed it. The coinage was disordered, the Government Mint dealt with deficits by the simple expedient of uttering base coin, and as a first step it was abolished in 1904. The Big Number One Back (Dia-Ichi Ginko) was made the nortic valve of the currency system; and the flood of nickel coins was withdrawn. Within six days of the opening of the redemption office, £376,537 worth of these coins were

offered for meiting-down purposes. In January, 1905, the Dai-Ichi Ginko concluded with the Korean Government a contact relating to the management of Government moneys, in which the principal conditions stipulated are as follows:-The annual revenue of the Korean Government shall be deposited in the Dai-Ichi Ginko, and, in case of a disbursement, a draft for the required sum shall be issued by the Government and presented by the creditor to the bank, which shall cash it; the Korean Government shall be allowed to overdraw without interest up to yen 300,000 (£30,737), and if it is found necessary to over draw beyond that sum, an overdraft may be: allowed up to the maximum limit of year 1,000,000 (£102,459), subject to the payment of interest thereon at the rate of six per cent, per annum ; the Dai-Ichi Ginko shell, in respect of the receipts and disbursaments of the Korean Government moneys deposited therein, assume all liabilities to the Korean Government except in cases where that Government is in fault; and the business referred to shall be conducted not only under the supervision of the Imperial Japanese Government, but also under the supervision of the Korean Minister of Finance. With a view to the successful conduct of the shove-mentioned business, the Dai-Ichi Ginko increased the number of its branches and agencies. in the chief cities and towns of the country. The Korean overnment formerly had no budgets; and though it had of late published its annual account every year, such publication was merely formal, for the Government received and disbursed at will without any reference to the budget. Again, in the compilation of the budget, items absolutely une nnected with the national expenditure were often included therein, the neous, the denominations of the coins which are the basis of calculation were frequently confused in accounts, and, still worse, the budget was published after the lapse of four or five months of the fluencial year to which it referred. Accordingly, the financial adviser, when he commenced to compile the budget for 1905, soon after his arrival in Korea directed his efforts to these methods : he made great reductions in the

of State; he fixed the expenditures for the per-

sonnel and materiel on the basis of average costs

or by single values; for all calculations the Gen |

was taken as the unit; all expenditures not

urgently needed were struck out; and the div-

isions of the budget were also corrected; by

thus energetically reorganising the budget, he

succeeded in publishing it during December of

the year preceding that to which it referred.

For carrying out the budget, he summoned

the officials in charge of the accounts of the

to them how the budget should be treated, im-

pressed upon them the necessity of strict

adherence thereto, put a stop to disbursements

which had not been provided for in the budget.

or were in excess of the estimates given therein :

by these means he hoped to break through old

abuse and remove long-standing evils. Further, the officials in charge of the accounts of the various departments are called together from time to time and given counsel with a view to foster a spirit of integrity among them, and at the same time the mode of conducting busi ness is carefully explained to them. Advice relative to financial business is given to provin cial governors in their capacity as controllers of revenue business and officals in charge of the revenue and expenditure of the Treasury and to district magistrates in their capacity as revenuecollectors and receiving officers, and it is believ. ed that by these means the process of dealing with the annual revenue and expenditure will be put into smooth, working order. The people of the provinces have been warned by general proclamation that they need not pay any tax unless a previous notice thereof has been served upon them, or if it is imposed by a person other than the district magistrate or city governor, who has no qualification to be a receiving officer, and that even if they should pay, such payment would naturally be void; and it is hoped in this way to guard against unlawful collection of taxes.

How to BE BEAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charment, Lait Charmant and Special Skin Tonic and Poudro Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sele Agents.

#### MAIL TABLES AS OFFICIALLY PREPARED

FOR 1906.

Shows the dates of departure of the Mails te Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... ... 30 Cents On Paper ... ... 20

On Sale at the Hongkong Daily Press Office. Hongkoug, 12th February, 1909.

#### NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CAONSIGNEES of Cargo from London exas reorganization of Koros's finances was attempted. | Crimer and Malapan, from Havre ex s.s. Malanan, from Bordenax ex s.s. Cambrai, in connection with above Stempers are hereby informed that their Goods, with the exception of Opium, Preasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowleon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing, Optional Cargo will be forwarded on unless

> before Noon To-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 16th July, at Noon, will be subject to rent and landing charges.

> intimation is received from the Consignees

All claims must be sent in to me on or before 16th July, or they will not be recognised. All damaged packages will be examined on Monday, the 16th July, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX. Hongkong, 5th July, 1996.

"BEN" LINE OF STEAMERS NOTICE TO CONSIGNEES

S.S. "BENLARIG," FROM ANTWERP, LONDON AND

STRAITS. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 17th July will be subject to rent. All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 24th July, or they will not be recognized. All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th June, at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co. Aconts. Hongkong, 10th July, 1906.

STEAMSHIP "MORTLAKE"

NOTICE TO CONSIGNEES.

demands presented by the various departments | FROM SAMARANG, SOURABAYA. PANAROEKAN & CHERIBON.

FIGHE above Steamer having arrived, Consignees of Cargo are hereby requested. to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel.

No Fire Insurance will be effected by us in: variousdepartments of State, carefully explained any case whatever. DODWELL & Co., LTD.,

will be landed and stored at Consignees' risk.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer

Hongkong, 11th July, 1906.

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS. Consigness of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each. consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

goods are landed. This Vessel brings on Cargo:-From London, &c., ex s.s. Marmosa. From Australia, ax a.s. Moldavia. From Persian Gulf, ex B. I. S. N. & B. & P. S. N. Co.'s Steamers, Optional goods will be landed bere unless instructions are given to the contrary before

Goods not cleared by the 17th July, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the

E. A. HEWETT, Superintendent. Hougkong, 11th July, 1906.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT Co., LTD.. is prepared to supply any Quantity of PURE FRESH WATER the Shipping, both for Deck and

Boilers. Call Flag-W. J. W. KEW. Manager,

Hotel Mansions, 3rd Floor. Hongkong, 8th August, 1905.

Chinese Chara Jessen, German str., 1,103, J. Iwersen, 11th July Bangkok 5th July, Rico .-Jelsen & Co. DELTA, British str., 4,780, C. L. Daniel, 12th July-Yokohama and Shanghai 10th July,

Mails and General .- P. & O. S. N. Co. ELIBABETH RICKMERS, German str., 998, W. L. Botefuhr, 11th July Bangkok 5th July, Rice,-Butterfield & Swire. thenesk, British str., 2,274, Rafferty, 11th July - Shanghai 7th July, General .-McGregor Bros. & Gow.

HAILAN, French str., 733, L. Andersen, 12th July-Pakhoi and Hothow 11th July, General.-A. R. Marty. KAMARUHA MARU, Japanese str., 3:798, H. France, 11th July-Shanghai 8th July,

General. - Nippon Yusen Kaisha. SARINE RICKMERS, Germanstr., 130, Nashet 12th July-Newchwang 2nd July, General. - Arnhold, Karberg & Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. July 12th. Anigo, German str., for Haiphong. Anglo-Soron, British str., for New York. Chargen, Chinese str. for Canton.

Frithjof, Norwagian str, for Coast Ports. Glenesk, British str., for Saigon. Kamakura Mara, Japanese str., for Singapore Numanton, German str., for Portland. Sabine Richmers, British str., for Canton. DEPARTURES.

July 11th.

HONGRONS. French str., for Hollow Roon, German str., for Europe. July 12th. BENAVON, British str., for Bangkok. BENLARIO, British str., for Nagasaki DELHI, Butish str., for Shanghal. HAITAN, British str., for Const Ports. KIANDPING, Chinese str., for Chinkiang. ROBSIGHANG, Cleiman str., for Bangkok. RHENANIA. German str., for Hamburg. YASOMOO, Korean str., for Moji.

SHIPPING REPORTS. The Chinese str. Chiquen reports: Strong S.W. monsoon with clear weather all the trip. The German str. Sabine Rickmers reports: Light breeze to moderate winds, fine clear M weather with mederate sea all the way. The British str. Glenesk reports. From Steep Island to Turnabout very strong S.W. wind and moderate sea, hazy at times; thence to port | C fresh S.W. winds, smooth sea and fine weather, Z strong adverse currents throughout. Of Amoy B passed a large sampan on beam ends and water log ged.

VESSELS IN LOCK. July 12th.

ABREDUMN DOCKS .-KOWLOON DOCKS - Alta, Magallanes, Hercules, Monteagle, U.S.A.T. Ingalls, Cranley, Tanguan, Hongkong Mern, Sir Wm. Jerroise. COSM. POLITAN DOCK .- Namsand

VESSELS ON THE BERTH NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOR LINE. FOR BANGKOK VIA SWATOW.

FRIHE Chartered Steamship "KANJU MARU," will be despatched as above TO-DAY, the 13th inst., at Noon. To be followed by the Chartered Steamship

"PROMETHEUS," Captain Cornelliesen, will be despatched as above on or about TUESDAY, 17th inst., at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA. Prince's Building.

Hongkoog, 4th July, 1998. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA. PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS. FEVHE Steamship "DELTA,"

Captain C. L. Daniel, carrying, Hi-Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 14th July, at Noon, taking passengers and cargo, for the above ports in connection with the Company's s.s. Britannia, 6,525 tons, from Colombe, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. It natura, due

in London on 26th August. Parcels will be received at this Office until 4 P.M. the day before sailing. The contentand value of all packages are required. For further particulars, apply to

E. A. HEWETT. Superintendent. Hongkong, 2nd July, 1906. NORDDEUTSCHER LLOYD, BREMEN

NOTICE.

STEAM FOR ZAMBOANJA, JOLO, SANDAKAN AND KUDAT.

Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO. ZAMBOANGA AND MENADO.

THE Departure of the Steamship

"BORNEO." Captain F. Sombill, (ready to load on MONDAY, the 16th instant,) will leave on TUESDAY. the 17th instant, at Noon. For Freight or Passage, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co.,

Agents. Hongkong, 12th July, 1906. THE AMERICAN & ORIENTAL LINE

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast). HE Steamship

"JESERIC," Captain Thompson, will be despatched for the above Ports on or about the 28th inst. For Freight, apply to

ARNHOLD, KARBERG & Co., Agents. Hongkong, 4th July, 1906.

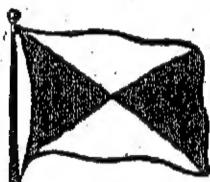
#### LOADING ADVERTISED AS

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k,w," together with the number denoting the section. SECTIONS.

2. From Harbour Master's to Blake Pier. 1. From Green Island to the Harbour Master's.

3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| VESSEL'S NAMES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         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| GLENESK                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Brit. str                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <del></del> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | J. Rafferty                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | McGregor Bros. & Gow                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Quick despatch.                                                                                                                                                                           |
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L. Daniel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | P. & O. 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| t -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | E. B. S. 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S. N. Co.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | About 19th inst.                                                                                                                                                                          |
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# HONGKONG-MANILA.

Highest Class, newest, fastest and most invarious Steamers between Hongkong and Manila, Saloon amidships, Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

|     | STRAMBUIP       | TONH. | CAPTAIN, FOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SAILING DATE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Z.A | FIRO            | 2540  | R. Rodger Manila.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | On-14th July, Noon.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 9th July, 1906.

Hongkong, 13th July, 1906.

## HONGKONG-NEW

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). About 20th August. S.S. "JOHN HARDIE" ... ...

SHEWAN TOMES & CO., GENERAL AGENTS Hongkong, 20th June,11906.

For freight and further information apply to

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

| <b>POR</b>                                                                 | STRAMERS TO SAIL HEMARKS.          |
|----------------------------------------------------------------------------|------------------------------------|
| LONDON &c., VIA USUAL PORTS                                                | DELTA                              |
| LONDON and ANTWERP VIASINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | [ JAPAN [ About 18th   Freight and |
| YOKOHAMAVIASHANGHAI, MOJI and KOBE                                         | SUNDA                              |
| For further Particulars                                                    | E. A. HEWETT,                      |
| Hongkong, 7th July, 1906.                                                  | Superintendent.                    |
| 1                                                                          |                                    |

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGRONG, S'HAI VEG INLAND PORTLAND, OREGON. OPERATING IN OREGON RAILROAD & NAVIGATION CO. CAPTAIN TO SAIL AT NOON STEAMBHIP "ARABTA" Metzenthin ..... August 14th, 1906. September 5th, 1906. Ernst ..... G. Meisner..... September 16th, 1906, "NICOMEDIA" October 9th, 199d. Feldtmann Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Points. For through rates of Freight and further information, communicated mith or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR AND TACOMA

MOJI, KOBE AND YOKOHAMA.

|     | Steamer. | 4                                       | Tons. | A  | Captain.   | 1,0 | Sailir  | g Date. |
|-----|----------|-----------------------------------------|-------|----|------------|-----|---------|---------|
| SHA | wmur     |                                         | 9,606 | E. | V. Roberts |     | On 27th | July.   |
| TRE | MONT     | *************************************** | 9,606 | T. | W. Garlick |     | On 22nd | August. |
|     |          | · .                                     |       | ·  |            |     |         |         |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures

steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to-DODWELL & CO., LIMITED.

GENERAL AGENTS. Queen's Buildings.

Hongkong, 25th April, 1906

STEAMERS

Capt. Bahle

Capt. v. Döhren

SCANDIA

SAMBIA

HOME LINE-OUTWARD.

DESTINATION

SHANGHAI, YOKOHAMA & KOBE

| SAXONIA<br>SILESIA<br>SCANDIA | SHANGHAI, YOKOHAMA & KO<br>SHANGHAI, YOKOHAMA & KO<br>SHANGHAI, YOKOHAMA & KO                                 | OBE 3rd Aug.          |
|-------------------------------|---------------------------------------------------------------------------------------------------------------|-----------------------|
|                               | HOME LINE-HOMEWARD                                                                                            | D                     |
| Tarana Omerano                | rough rates to Antwerp, Amsterdam, London, Liverpool, Glasgow, Triester Sea and Baltic Ports, North and South | . GENUA. FURTO IN UNO |
| * SCHWARZBURG                 | DESTINATION                                                                                                   | TO SAIL.              |

via Singapore, Penang and Colombo Capt. Eckhorn HAVRE and HAMBURG ALESIA via Singapore, Penang and Colombo Capt. Lüning HAVRE and HAMBURG via Singapore, Penang and Colombo On 14th Aug. SPEZIA Capt. Müller NAPLES, HAVRE and HAMBURG \*SILÉSIA via Singapore, Penang and Colombo

NAPLES, HAVRE and HAMBURG

via Singapore, Penang and Colombo On 18th Sept. "RHENANIA" Capt. von Hoff. This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with 2 beds (no bunks), sofe, table, 2 ward-

robes, 2 washstands, electric fans, etc. Large elegantly furnished saloons, smoking room, etc. The steamer is lighted throughout by electricity & carries Doctor, Stewardess & Washerman.
The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by 8.8. "HABSBURG," "HOHENSTAUFEN," "SCANDIA" and "SILESIA."

COAST SERVICE.

STEAMERS.

NAGASAKI & VLADIVOSTOCK. End of July. Freight & Passengers. DAPHNE

HAMBURG-AMERIKA For Freight and Passage, apply to For Steamers of the Coast Service Marked I to HONGKONG OFFICE. SIEMSSEN & CO.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS. FOR LONDON AND ANTWERP. THE Steamship

"GLENESK." Captain J. Rufferty, will be despatched as above on or about the 10th July. For Freight and Passage, apply to McGREGOR BROS. & GOW



Hongkong, 18th June, 1906.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

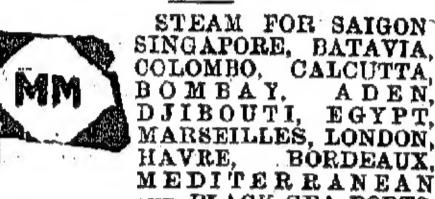
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA," Captain Bilaffer, will leave for the above places on FRIDAY, the 20th inst., P.M. For Freight or Passage, apply to SANDER, WIELER & Co.,

Agents, Princes' Building, Hongkong, 12th July, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS. HE Steamship

"TONKIN," Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M. This Steamer connects at Colombo with the

Australian line s.s. Australien, bound for Marseilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in.

Europe. Next sailings will be as follows: S.S. "ARMAND BEHIC" ... 7th Aug. S.S. "ERNEST SIMONS" ... 21st Aug. S.S. "CALEDONIEN" ... 4th Sept. "POLYNESIEN" ... 18th Sept. S.S. "SALAZIE" G. DE CHAMPEAUX, Agent.

Hongkong, 11th July, 1906. EASTERN AND AUSTRALIAN STEAM.

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at Manica, Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &C.)

THE Steamship "EMPIRE," Captain St. John George, will be despatched

for the above Ports on SATURDAY, the 28th inst., at NOON. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon ere carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Agents. Houghong, 3rd July, 1906.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS,

to South Africa, Persian Gule, Red SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). FITHE Company's Steamship

Captain Damisnovich, will be despatched as above on THURSDAY, the 2nd August, r.M. This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight,

TO SAIL.

18th July

25th July

apply to SANDER, WIELER & Co., Agents. Princes' Buildings. Hongkong, 5th July, 1906.

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA & SAN FRANCISCO. FINE Steamship

"DAKOTAH," will be despatched for the above Ports on or.

about the 10th August. For Freight and further particulars apply to SHEWAN, TOMES & Co., Agents. Hongkong, 28th June, 1906.

REGULAR

STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAE COAST).

PROPOSED SAILINGS FROM HONGKONG. "LOWTHER CASTLE" ... 25th July. For Freight and further information, anniv to-DODWELL & CC., LD.

Agente. Hongkong, 20th June, 1906.

RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.

FOR COPENHAGEN AND BALTIC PORTS.

FOR YOKOHAMA AND KOBE,

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

IMPERIAL GERMAN MAIL

LINES.

NORDDEUTSCHER LLOYD, RREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO,

ADEN, SUEZ, PORT S'AID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

TO LAND PASSENGER- AND LUGGAGE.

NORTH AND SOUTH AMERICAN PORTS,

... WEDNESDAY

... WEDNESDAY

... WEDNESDAY

... WEDNESDAY

WEDNESDAY

WEDNESDAY

WEDNESDAY

WEDNESDAY

£61 0 0

91 0 0

65 O O

 $115 \ 0 \ 0$ 

68 **0** 0.

... 3302 tons ... ... TUESDAY, 24th July.

1st Class 2nd Class 3rd Class 1st Class 2nd Class

£30.— £20.— £14.— return £54 — £36.—

... £33.— £23.— £15.— return £59.10 £41.10

... £34.10 £24.10 £16.— return £62.5 £44.5

...\$ 80.00 \$ 60.00 \$ 40.00 return \$170.00 \$120.

...\$ 95 00 \$ 70.00 \$ 50.00 return \$170.00 3120.

£18.10 £14.00 return £42.— £27.15

... \$50.— \$30.— \$20.— return \$80.— \$50.—

 $123 \ 0 \ 0$ 

... WEDNESDAY

... WEDNESDAY

Captain Dewers, with MAILS, PASSENGERS, SPECIE and CARGO. will

Shipping Orders will be granted till Noon, on Monday, the 16th July. Cargo and

EUROPEAN LINE.

For Further Particulars, apply to

SUBJECT TO ALTERATION.

on or about the 20th July from Hougkong.

on or about the 5th Adk. from Hongkong.

MELCHERS & CO.,

SAILING DATES

2nd Class

£42 0 0

**63** 0 0

44 0 C

79 0 0

46 0 0

... 18th July

1st August

29th August

... 12th September

... 26th September

7th November

21st November

3rd Class

 $222 \ 0 \ 0$ 

33 0 0

24 0 0

36 0 0

 $26 \ 0 \ 0$ 

47 0 0

27 - 0 - 0

49 0.0

SAILING DATES

... 10th October

... 24th October

... 15th August

... on or about the 1st Sept. from Hongkong

... on or about the 27th July from Hongkong.

EAST ASIATIC

·S.S. "NORDKAP'

S.S. "SIBIRIEN"

Hongkong, 3rd July, 1906.

STEAMERS.

PRINZ REGENT LUITPOLD

SACHSEN ... ... ...

timen our be washed on board.

AND HAMBURG ...

TO NEW YORK VIA SUEZ

TODE VIA INDIA :

from PORT SAID.

WILLEHAD

RATES OF PARSAGE MONRY FROM HONGKONG

VIA NAPLES, GENOA OR GIBRALTAR

VIA BREMEN OR SOUTHAMPTON

PRINZ SIGISMUND ... ...

Linen can be washed on board.

To YOKOHAMA and buck from KOBE

To MANILA ... ....

TO BRISBANE ... ...

TO YOKOHAMA ... ...

Express Steamers of N.D.L.

KOBE & YOKOHAMA ...

KOBE & YOKOHAMA ... 5

Hongkong, 9th June, 1906.

TO NEW GUINEA ...

To SYDNEY ...

To KOBE

RATES OF PASSAGE MONEY FROM HONGKONG:

to HONGKONG ... ... ... \$140.00 \$100.00

Norddeutscher Lloyd are issued at the following Rates -

For further Particulars, apply to

To London via Plymouth or Southampton . - -

To Bremen

To Paris via Cherbourg

To Naples, Genos via Gibraltar

TO EUROPE VIA AUSTRALIA AND AMERICA

TO NAPLES, GENOA AND GIBRALTAR

TO SOUTHAMPTON, LONDON, BREMEN

INTERBUTTION OF THE VOYAGE IN EGYPT:

leave this Port as above, Calling AT Naples and Genoa.

and Parcels should not exceed Two Feet Cubic in Messarement.

will be received at the Agency's Office until Noon, on Tussday, the 17th July.

The Steamer has splendid accommodation, and carries a Doctor and Stewardenses.

travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,

HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY

AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG-(SUBJECT TO ALTERATION).

PRINZ WALDEMAR ... 3227 tons ... TUESDAY, 18th Sept.

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San

SAILINGS OUTWARDS.

Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, ] "PRINZ REGENT LUITPOLD" Wednesday, 18th July.

SHANGHAI, NAGASAKI, I. PRINZ EITEL FRIEDRICH" Wednesday, 1st Aug.

YOKOHAMA and KOBE ... "WILLEHAD" ... Wednesday, 1st Aug.
Reaching Yokohama in less than six days.

Franci-co to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O. S.S. Co.,

T. K. k. and from New York to EUROPE by the Magnificent Express Steamers of the

NORDDEUTSCHER LLOTD.

MELCHERS & CO., AGENTS.

Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

N TUESDAY, the 24th JULY, at Noon, the Steamship "PRINZ SIGISMUND"

... 4763 tons ... TUESDAY, 21st Aug.

THROUGH RATES OF PASSAGE MONEY FROM HONGRONG: 1st Class

PRINZ EITEL FRIEDRICH

GNEISENAU ... ...

SEYDLITZ

BAYERN ...

PREUSSEN

PRINZ HEINRICH

PRINZ LUDWIG

PRINZESS ALICE

8.8. "KINA"

STEAMERS. ALDERSHOT, British str., 1,354, W. W. Adam, 6th June-Saigon 1st June, Rice.-Dodwell & Co.

July-Hongay 4th July, Coal,-Jardine, Matheson & Co. Amego, German str., 821, N. Baltsen, 8th

Rice and Wood.—Butterfield & Swire. Moore, 10th July-Keelung 8th July, Gen-

June-Newcastle (N.S.W.) 31st May, Coat. -Shewan, Tomes & Co. BORNEO, German str., 1,200. Sembill, 8th July

BRAND, Norwegian str., 1,520, M. Evensen, 9th July - Sourabaya 26th June, Sugar .-Sander, Wieler & Co.

July, General.-Chinese.

29th, General, -Nippon Yusan Kaisha.

Chinese. N WEDNESDAY, the 18th day of JULY, 1906, at Noon, the Steamship "SEYDLITZ"

8th July-Calcutta 23rd June, Coal. Jurdine, Matheson & Co. FEITHJOF, Norwegian str., 891, H. H. Haraldsen, 8th July-Foochow via Amoy and

Specie will be received on Board until 5 P.M. on Tussbay, the 17th July, and Parcel. Kaisha. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. GERD, Norwegian str., 756, R. Andreassen, 8th July-Bangkok 1st July, Rice.-Chinese. HAKATA MARU. Japanese str., 3,819, Geo.

> General.-Nippon Yusen Kaisha. HANGSANG, British str., 1,356, Spencer Wilde, 9th July-Shanghai 4th July, General.-Jardine, Matheson & Co.

-Lauts, Wegener & Co. HEIMDAL, Norw. str., 764, T. Johnsen, 16th June -Haiphong 13th June, General .-- A. R. Marty.

. Passengers have the option of using a Steamer of the British India S. N. Co., from HUICHOW, British str., 1,270, Wm. B. Brown, SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. 6th July-Tientsin 29th June and Chefoo 30th, General.—Butterfield & Swire JACOB DIEDERICHSEN, German str., 623, D. Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean

Hollow 10th, General.-Jebsen & Co. July-Iloilo 7th July, Sugar and Hemp.-

moto, 6th July -- from Moji, Coal .- Nippon Ynsen Kaisha. July - Wakamatsu 1st July, Coal. -

KUMANO MARU, Japanese str., 5,076, Wm. Scott Hunter, 10th July-Nagasaki 6th July, General.—Nippon Yusen Kaisha. KWANGTAH, Chinese str., 1,536, W. H. Lunt,

LAERTES, British str., 1,340, J. Jackson, 28th June - Saigon 24th June, Rice --LOONGSANG, British str. 1,092, A. G. Smith,

26th June-Manila 23rd June.-Captain, MARIE. German str., 1,169, J. Petersen, 8th July-Sourabaya 30th June, Sugar. - Jeb-

MONTEAGLE British str., 3,953, S. Robinson, 1st July -- Vancouver 4th June and Shanghai 27th, General,-C. P. R. Co. MORTLAKE, English str., 1,737, F. W. Batten,

dine. Matheson & Co. NEIL MACLEOD, Amr. str., 902, E. Corral, 19th June-Manila 16th June. - Barretto & Co. S. DE ROSARIO. Amr. str., 715, M. Lopez

Barretto & Co. NUMANTIA, German sir., 4,380, Feldtmann, 7th July-Portland (Ore.) 5th June, General.

July-Hoilo 2nd July, Sugar and Sapanwood .- Aagaard, Thoresen & Co. June - Saigon 7th June, Rice and General.

Mangelsdorff, 15th June - Amoy 14th June, General. - Butterfield & Swire. PROMETHEUS, Norwegian str., 1,023, O. Korne-

5th July, General.—Nippon Yusen Kaisha. PRONTO, Norwegian str., 838, The Seeberg, 9th July- Newchwang via Chefco 2nd July, General.-Anguard, Thoresen & Co. PROVIDENCE, Norwegian str., 693, Skarrebo.

Chinese. 4th July-Rajang 27th June, Timber .--

Bradley & Co. & Co.

30th May-Moji 24th May, Coal.—Arnhold, Karberg & Co.

AMARA, British str., 1,565, C. J. Mattock, 7th

July—Haiphong 5th July and Hoibow. 7th. General.—Jebsen & Co. ANDREE RICKMERS, German str., 1,021. W Teusbert, 7th July-Bangkok 28th June,

Rice,-Melchers & Co. Anguan, German str., 1,001, Chr. Kumpel, 10th July-Bangkok 2nd July and Swatow 9th. Anglo-Saxon, British str., 2,700, Charles H.

eral,-Shewan, Tomes & Co. BEN NEVIS, British str., 2,400, Pritchard, 21st

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN. CHARTERHOUSE, British str., 1,260, H. Clifton. 11th July -- Sourabaya and Singapore 5th

CRANLEY, British str., 3,903, W. E. Steele, Sth. July - Durban 13th June. Gibb, Living. ston & Co.

DAKOTA, American str., 13,305, Emil Francke, DERWENT, British str., 1,563, J. Jenkins, 4th July-Saigon 30th June, Rice and General. -Chinese.

DRUPAR, Norwegian str., 1,102, J. Biog, 24th June-Chinkiang 18th June, Goneral. FOOKSANG, British.str., 1.987, W. E. Sawer,

Swatow 5th July, General. -- Osaka Shosen

Anderson, 11th July-Singapore 6th July,

HANS WAGNEB, German str., 963, J. Kage, mann, 20th June-Saigon 13th June, Rice.

HONGBEE, British str., 2,056, J. H. Hainsworth,

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and 11th July-Penang and Singapore 5th July, General.-Chinese. GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's Hongkong Maru, Japanese str., 3,449, E. Bent, 6th July-San Francisco 5th June General.—Toyo Kisen Kaisha.

Henk, 11th July-Haiphong 7th July and JOSHIN MARU, Japanese str., 702, II. Ohta, 10th July-Tameni via Amoy and Swatow 9th July, General.—Osaka Shosen Kaisha. KAIFONG, British str., 982, Finlayson, 11th

Butterfield & Swire. KANJI MARU. Japanese str., 1,641. K. Hashi-

Kowloon, German str., 2,326, H. Stehr, 7th Hamburg-Amerika Linie.

Sth July-Shanghai 4th July, General.—C. M. S. N. Co.

9th July-Manila 6th July, General.-Jardine, Matheson & Co. MAGALLANES, American str., 832, A. Frezabal,

sen & Co

11th July-Java 3rd July, Sugar and Molesses.—Order. NAMSANG, British str., 2,591, P. H. Rolfe, 8th July-Calcutta 24th June, General .- Jar-

Blanco, 12th June-Manila 9th June.-TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

-P. & A. S. S. Co. PEIR, Norwegian str., 745, Johs. Lorentzen, 7th

PETRARCH, German str., 1,252, R. Halje, 12th -Sander, Wieler & Co. PHEA NANG, German steamer, 1,100, F. von

linsen, 6th July-Bangkok via Swatow

16th June-Saigon 12th June, Rice .-REIN, Norwegian str., 732, N. C. Mathisen,

SPARRACH, German str., 900, Lombard. 10th June-Hoihow 9th June, General.-Jebsen

STRATHMORE, British str., 2,200, King, 26th June-Pulo Laut 17th June, Coal .-- Dod-

The best watches that can be con-

> structed. All guaranteed. For sale all over the world. AMERICAN WALTHAM WATCH COMPANY

Waltham, Mass., U. S. A.

Taishan, British str., 1,190, J. T. Laing, 29th June-Shanghai via ports 24th June, General -- Bradley & Co.

TATYUAN, British str., 2,268, L. Dawson, 8th. July-Sydney vis Porta 12th June, General. -Butterfield & Swire

TOTTI, German str., 2.555, W. Ziegemmeyer, 7th June-Moji 2nd June, Coal-Jebson&Co. -Sandakan 4th July, Timber. - Melchess | Thym. Norwegian str., 1 138, S. Andersen, 5th July-Bangkok 28th June, Rice, Meal and Wood. -- Order.

Tuga, Norwegian str., 578, Spinuangr. 30th May-Hankow 23rd May, Pig Iron.-UJINA MARU, Japanese str., 4,403, H. Nuno,

8th July-Moji 29th June, Coal,-Mitsui Bussan Kaisha. ZAFIRO, British str., 1.619. R. Rodger, 9th

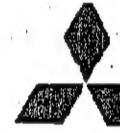
July-Manila 5th July, General.-Shewan, 2nd July-Seattle 7th June, and Shanzhai | Konsignano, German etc., 1,29 k. Cl. Gosewisch, 7th July-Kohsichung 30th June, General:

-Butterfield & Swire. YANGMOO, Korean str., 2,215, N. Wagatsu, 9th July-Kuchinotsu, (Japan), 3rd July, Coal.—Mitsui Bussan Kaisba.

NATAL LINE OF STEAMERS

THIE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in Sours Areica, in connection with INDO-CHINA STIAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every for night For Freight and further particulars,

apply to DODWELL & CO., LIMITED. Deperal Agents for China and Japan Hongkong, 4th Angust, 1898.



DOCKYARD MITSU AND ENGINE WORKS. NAGASAKI.

TODE WORD: "DOCK," A.B.C., and Environning Code Used NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length ... ... 722 feet, Length on Blocks ... 71 ... 71 ... Width of Entrance on Top ... 961 ...

Width of Entrance on Bottom ... . 884 ... Water on Blocks at Spring Tide 344 ... DOCK No. 1. Extreme Length ... ... but fort. Length on Blocks ... ... (4.3 ... Width of Entrance on Pop in Width of Entrance on Bottom ... 77 ... Water on Blocks at Spring Tide 164 .. DOCK No. 2.

Extreme Length ... ... 371 feet. Length on Blocks ... ... 350 Width of Entrance on Top ,... Width of Entrance on Bottom ... Water on Blocks at Spring Tide 22 ... PATENT SLIP. Suitable for vessels up to 1,000 WHE WORKS are well aquipped with

LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS: and also ELECTRICAL WORK. A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. epecially built for SALVAGE PURPOSES equipped with necessary gear. always ready Short Notice.

# Gutler, Palmer & Go.'s



SPECIAL BLE HIS

Gutler, Palmer & Co., London. AGENTS

HONGKONG.

ANTWERP ..... \*GENOA, MARSEILLES and "TEUCER" ..... On 20th July. LIVERPOOL ..... LONDON, AMSTERDAM and "PINGSUEY" ..... On 31st July. LONDON, AMSTERDAM and ) "ORESTES". ..... On 14th August. ANTWERP GENOA, MARSEILLES and "TYDEUS" ..... On 20th August. LIVERPOOL .. .... LONDON, MSTERDAM and "ACHILLES" ..... On 28th August: \*HAVRE, ROTTERDAM and } "ALCINOUS" ..... On 30th August. LIVERPOOL ..... \* Taking Cargo for Liverpool at London Rates. TRANS-PACIFIC SEPVICE. Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND

COMPANY.

MUTUAL STEAM

"ACHILLES"..... On 19th July.

"ALCINOUS"..... On 26th July.

"TELEMACHUS" .....

"PELEUS" .....

"CHING WO" .....

"ANTENOR" .....

"CYCLOPS"

"BELLEROPHON" ......

BTEAMERS

"DIOMED" ... On 2nd August,

"KINTUCK" ..... On 30th August,

"PROMETHEUS" ..... On 17th July.

BUTTERFIELD & SWIRE,

AGENTS.

On 23rd August.

On 30th August,

NAVIGATION CO., LD.

FORENIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

"AKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA

EUROPEAN SERVICE.

AND SUMATRA PORTS.

OUTWARDS.

HOMEWARDS.

GLASGOW and LIVERPOOL ... "LAERTES" ..... On 12th July.

GLASGOW and LIVERPOOL ...

GLASGOW and LIVERPOOL ...

ULASGOW and LIVERPOOL ...

JLASGOW and LIVERPOOL ...

GLASGOW and LIVERPOOL ...

LONDON, AMSTERDAM and ]

and PACIFIC COAST .

JOINT SERVICES.

COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. EASTWARD. STEAMERS VICTORIA, SEATTLE, TACOMA, &) "TELEMACHUS" On 4th August. all PACIFIC COAST PORTS, VIA On 1st September. "BELLEROPHON" NAGABAKI, KOBE and YOKO-HAMA ..... WESTWARD. STEAMERS "TEUCER" ..... On 14th July. TACOMA, SEATTLE, VICTORIA) "TYDEUS" ..... On 15th August.

Hongkong, 9th July, 1906. NAVIGATION CO.

LIMITED.

For Freight, apply to-

|                                               | STEAMERS      | TO BAIL       |
|-----------------------------------------------|---------------|---------------|
| FOR                                           | FULLWIGGHOW " | On 14th July. |
| SHANGHAI                                      | * "TEAN"      | On 17th July. |
| AF A TATE . A                                 |               | On 18th July. |
|                                               |               | ,             |
| MANILA, ZAMBOANGA, PORT                       |               | Y             |
| DARWIN, THURSDAY ISLAND,<br>COOKTOWN, CAIRNS, | * "CHINGTU"   | On 18th July. |
| COOKTOWN, DDISBANE                            | •             |               |
| TOWNSVILLE, BRISBANE,                         |               |               |

SYDNEY and MELBOURNE ......J The attention of Passengers is directed to the superior accommodation offered by these tramers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified

Taking Cargo on through bills of lading to all Yangters and Northern China Porta. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANUA AND

AUSTRALIAN PORTS

For Freight or Passage, apply to-

Bougkong, 9th July, 1906.

Second Floor, No. 1, Queen's Building.

Hongko ag, 9th July, 1906.

OSAKA SHOSEN KAISHA.

BUTTERFIELD & SWIRE.

AGENTS.



REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

T. ARIMA. Manager.

21 DAYS HONGKONG to VANCOUVER.

| 70 7                      |                                                                  |                                                            |                                                                                               |
|---------------------------|------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| + SHANGI<br>AMO<br>ANPING | FOR VIA SWATOW AMOY HAI VIA SWATO Y AND FOOCHU VIA SWATOW O AMOY | W, SHOSHU MARU" T. SURUGA "AKAISHI MARU" K. OBATA          | SUNDAY, 15th July, at 10 A.M. TUESDAY, 17th July, at 10 A.M. WEDNESDAY, 25th July, at 10 A.M. |
| through                   | out with electric li                                             | ilent accommodation for First-classight. Unrivalled Table. |                                                                                               |
| # Taking                  | Cargo on through                                                 | Bills of Lading to all Yaugtsze and                        | Northern China Ports.                                                                         |

# CANADIAN PACIFIC COMPANY'S ROYAL MAIL STEAMSHIP LINE.

For Freight, Passage, and further information, apply at the Company's local Branch Office

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE," Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). Tons LEAVE HONGKONG ABRIVE VANCOUVER "MONTEAGLE"..... 5,500 ... WEDNESDAY, 18th July ... 11th Aug. "EMPRESS OF CHINA" 6,000 " WEDNESDAY, 1st Aug. ... 22nd Aug. TARTAR" ..... 4,425 " WEDNESDAY, 8th Aug. ... 1st Sept. "EMPRESS OF INDIA" 6,000 , ... WEDNESDAY, 22nd Aug. ... 12th Sept. FIGHE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA. VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAILY from the PACIFIC to the ATLANTIC WITHOUT · CHANGE. Hongkong to London, 1st Class .................. via St. 1 awrence £60; via New York £62. Intermediate on Steamers)

and 1st Class Rail ..... R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" sarry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

-and Japanese Governments For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK Acting General Agent, Corner Pedder Street and Praya, oppositef Blake Pier INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.) TO SAIL. SHANGHAI VIA SWATOW ...... "HANGSANG" ..... Friday, 13th July, 4 P.M. MANILA ..... "LOONGSANG" ... Friday, 13th July, 4 P.M. \*SINGAPORE, PENANG & CALCUTTA "NAMSANG" ..... Tuesday, 17th July, 3 P.M. \* TIENTSIN ..... "CHIPSHING" ... Tuesday, 17th July, 4 P.M. These Steamers have superior accommodation for First-Class Passengers and are fitted STANLEY DOLLAR, British str., 1,857, Cross,

throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtsze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. Hongkong, 7th July, 1906.

and Souttle, Wash. TO-DAY. Sale, Gaming Machinery, Sales Rooms, Messrs, Hughes & Hough, 11 a.m. TO-MORROW.

EUROPE. &c., India via Tuticoria......

(Late Letters 11.00 to 11.30 A.M. Extra

(Letters posted in all the Pillar Boxs

Manila, Zambonaga, Port Darwin, Thursday

Island, Cooktown, Cairns, Townsville,

Brisbane, Sydney, Hobart, Launceston,

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included in this contract mail.) ......

Extraordinary General Meeting, Hongkong High-Level Tramways Co., Ltd , at the Co. Office, Alexandra Buildings, 12 o'clock noon, 11Sale, Sundry Goods, Sales Rooms, Mr. V. I Remedios, 2.39 p.m.

#### COMMERCIAL.

#### a distribution of CLOSING QUOTATIONS.

July 12th. On LUNDON. Telegraphic Transfer
Bank Bills, on demand Bank Bills, on demand Bank Bills, at 30 days' sight .....2/1 Bank Bills, at 4 months sight ... 2/11 Documentary Bills, 4months night2/17% ON PARIS. Bank Bills, on demand ............26115 ON GERMANY .-On demand ()n New York .-ON BOMBAY.-ON CALOUTTA .--ON BEANGEAL .-Private, 30 days' sight.......73 OH YOKOHAMA.—On demand ......103! ON MANILA.—On demand—Pesos.—103; On Singaporm.—On demand ......10 .c. p.m. ON HAIPHORG.—On demand ......24 p.c. p.m. On SAIGON,-On demand ...... 2 p.c. p.m. ON BANGKOH.—On demand...........60 Sovereigns, Bank's Buying Rate ...9.40 GOLD LMAF, 100 fine, per tael ......49.50 BAR BILVEE, per os.

Quotations are: Allow'ce net. to I catty. Malwa New .....\$950 to Malwa Old ......\$1000 to -Malwa Older .....\$1050 to -Malwa V. Old ..... \$1100 to -Persian fine quality \$750 Persian extra tine.. \$800 to -per chest. Benares Old .....

#### VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. Seydlil: left Kobe via Nagasaki, Shanghai and Forchow on the 8th inst. p.m., and may be expected here on or about Tuesday, the 17th inst., p.m.

The I.G.M. str. Prinz Regent Luitpold left Colombo on Saturday, the 7th inst., a.m., and may be expected here on or about 18th inst., a.m. THE AMERICAN MAIL.

The P.M. str. Korea sailed from Yokohama for Hongkong on the 8th inst., and is due here on the 38th inst.

The O. & O. str. Coptic will sail from Yoko\* hama for this port on the 13th inst., and is due here on the 23rd inst.

The T.K.K. str. America Maru sailed from San Francisco on the 30th June for this port. The P.M. str. Siberia sailed from San Francisco for this port on the 7th inst.

THE CANADIAN MAIL. The C.P.R. str. Empress of China left Vancouver on Monday, the 2nd inst., p.m., for Hongkong via the usual ports of call.

#### JOINT STOCK SHARES.

Hongkong, July 12th.

13th, 11.00 A.M. COMPANY. QUOTATIONS. 13th, 11.00 A.M. 13th, 1.15 P.M. 13th, 3.00 р.м. Banka-\$825, buyers 13th, 3.00 P.M. Hongkong & S'hai. London, 292 National B. of China 13th, 3.00 P.M. A. Shares ....... 48 \$47, cum call 13th, 5:00 P.M. Bell's Asbestos E. A., 122, 6d. | \$7, x. d. \$12 | 574, buyers China-Borneo Co..... Chiua Light & P. Co... 13th. 5.00 P.M. China Provident \$10 | \$0, sellers 14tb, 10.00 A.M. Cotton Mills-Ewo..... Ils. 50 Hongkong ..... \$10 | \$14, sellers \_ International ...... Fls. 75 Tls. 61. Laou Kung Mow .... Tls. 100 Tls. 70 Soychee ... Tls. 500 | Tls. 310. Dairy Farm ...... Docks and Wharves-H. & K Wharf & G. \$50 | \$106, buyers H. & W. Dock ..... \$50 : \$160, senera \$61 \$18, sellera New Amoy Dock ... Shanghai Dock and Eng., Co., Ld. ... Tls. 100 Tls. 110. 15th, 9,00 A.M. S'hai & H. Wharf... fle. 100 . Tls. 222. Fenwick & Co., Geo... \$25 | \$22, sellers Green Island Comont \$10 | \$25i, buyers Hongkong & C. Gas... £10 | \$175, buyers Hougkong Electric ...! \$15, cellurs H. H. L. Tramways ... \$235. \$100.5 Hongkong Hotel Co... \$50 | \$1274, sellers; Hongkong lee Co .... \$25 \$240, buyers Hongkong Rope Co ... \$20, sellere H'kong S. Waterbout \$10 , \$91. ...11.90 A Jais nsurances— 17th. 2.00 p.m. Canton ..... \$3421, sellers China Fire..... \$85, buyers China Tradors ..... \$98, buyers Hongkong Fire..... \$3124. North China ..... Tls. 55. Union \$810, buyora \$100 Yangtsze .... \$1721, sales Land and Building-Printed Matter and Sam-Hongkonglandlav. \$109 | \$1124, buyers ples ......, 10,00 A.M. Humphrey's Estate Registration ... 10.00 A.M. Kowloon Land & B. \$30 | \$35, aeliers (Registration, with lat-Shanghai Land ..... Tls. 50 Tls. 111. fee of 10 cents, up t WestPoint Building! \$50 | \$62, sellers Registration, Kowloon dining— Charbonnages ..... Fes. 250 | \$450, nominal H.O. ...... 10.00 A.M. 13/10 | \$31, sales Letters ... .... 11.00 A.M Philippine Co. ....... Wodnesday, 18th. 3.00 P.M. Refineries-China Sugar ....... \$100 | \$150, sellers Luzon Sugar ...... \$100 | \$20, sollers Chingto ........ Wednesday, 18th, 3.00 P.M. Steamship Companies China and Manila... \$25 | \$20, sellers .... \$50 | \$45, buyers Douglas Steamship. H. Canton & M ..... \$15 \$27, buyers

Rubi ...... Saturday. 21st, 11.00 A.M. Dokota ...... Saturday, 21st, 11.00 A.M. Indo-China S.N. Co. £10 | \$70, x. d., buyers Shell Transport Co. \$10 | \$80. Star Ferry..... MRRCHANT STEAMERS. Do. New..... \$5 | \$21, The A. & O. Line str. Foxley, from New York, Shanghai & H. Dyeing South China M. Post. \$50 | \$50. left Singapore on the 7th inst., and is due here \$26 | \$20, Fellers on the 13th inst Steam Laundry Co...! \$5 | \$6, sellers The H.A.L. str. Sambia, from Hamburg, left Stores & Dispensaries Singapore for this port on the 10th inst., at Campbell, M. & Co. 10 a.m., and may be expected here on or about Powell & Co., Win. \$10 | \$101. Watkins..... \$10 i \$5, sellers The Glen Line str. Glenstrae, from Antworp Watson & Co., A. S. \$10 i \$13. and London, left Singapore on the 10th inst. United asbestos ..... \$4 - \$9. Do. Founters.....

10,45 A.M.)

No late fee.

The A.L. str. Austria left Singapore for this

port on the morning of the 11th inst., and is due

The Indo-China str. Kutsung left Calcutta for

this port via the Straits on the 8th inst., and

The Boston S.S. Co.'s str. Shawmut sailed

from Moji on the 4th inst. for Hongkong via

The Mogul Line str. Ghozee sailed from

Telemachus 10th -- Bentedi, Flintshire, Joson,

Scandia, Sithonia, Dongola, Errorr, Prinz Fitel

ARRIVALS AT HOME.

July 7th-Coylon. 10th-duchises, Moyune,

PASSENGERS.

ARRIVED.

Per Hailan, from Pakhoi, &c., Mr. and Mrs.

Per Kamakura Maru, from Shanghai for

Hongkong, Capt. and Mrs. Harris and two

children; for Marseilles, Col. G. Shibs, Major I.

Isung Lieut Col S. Kikuchi, Major-Surgeon.

Kawanishi, Lieut.-Comdr. Y. Yamaguchi, Lieut.

S. Kawakami; for London, Comdr. T. Matsu-

mura, Miss Edi h Kelly, Mrs. Grimble and

Per Delta, from Shanghai, Mr. and Mrs.

Stern, Messrs. Lyon, Becher, Atkinson, Ranger.

Low, Flatan, Rev. Graces, Rev. Laborga, Mrs.

Gillan, M. sers Marshall, Mr. Learmonth,

DEPARTED.

Messrs. Walt. Dennis, F. Lberius, Mrs. M

Gatsonides, Miss Gatsonides, Mr. Gatsonides,

Jr., Miss Z. Greenberg, Mr. Rupert Grunshaw.

Mrs. J. A. H. Hamilton, Mr. C. W. Henser,

Capt. G. Hillmann, Mr. and Mrs. G. Hiran.

Messrs. J. F. Hoffmeister, J. A. Hymans, Mrs.

C. M. M. J. James, Mr. J. Lamont, Dr. David

Landsborough, Mr. E. C. Lewis, Mrs. J. Mc-

Dowell, Messrs, P. Meisch, P. A. Meyer, Camp-

bell N. Moody, Mrs. S. H. Moore, Mr. J. Nathan,

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Hongkong, 21st September, 1905

A SYSTEM of DENTISTRY.

Hongkong, 4th September, 1905

No. 10, D'AGUILAR STREET,

Rixey, Dr. Springer, Mrs. F. W. Williams.

Per Roon, for Hamburg, &c., Miss Bunting,

infant, Mr. J. A. B. Ware.

Carlowitz and K. J. Naronji.

CIEN TING.

may be expected here on or about 24th inst.

here on the 17th inst., a.m.

Manile.

Friedrich.

Sequeira.

Sanuki Maru.

HONGKONG TIDE TABLE. From July 13th to 19th, 1906.

To correct Zone Time add 28 min, and 18 sec.

VERNON & SMYTH,

|   | The Mogul Line str. Ghozee sailed from Lixerpool on the 31st May for China and Japan.       | HIGH WATER. LOW WATER. |        |      |                  |    |              |            |                   |      |      |
|---|---------------------------------------------------------------------------------------------|------------------------|--------|------|------------------|----|--------------|------------|-------------------|------|------|
|   | The Barber Line str. Saint George sailed from .<br>New York on the 3rd June.                |                        |        |      |                  |    |              |            |                   | ***  |      |
|   | The str. Glenfary left Callac for this port via                                             | Day of<br>Мееки.       | Day of | Mea  | ngko49<br>n Time | H  | leight       | Ho<br>M ca | ngkong<br>n Time, | de   | lght |
| ŀ | Japan ports on the 1st July, and is due here on or about the 15th August.                   | 0.5                    |        |      |                  |    | <del></del>  |            | h. an.            | tu.  | in.  |
|   |                                                                                             | Fri.                   | 13     | m    | 0 9<br>2 f       |    | t. 6.        | e m        | 1 70              | 3    | 6    |
|   | STEAMERS PASSED THE CANAL.                                                                  | Sat.                   | 14     | ai,  | 3 21             |    | 4 6          | BAF        | 9 18 .<br>h 34 k  | (;)  | 4 5  |
|   | June 15th—Atholl, Polyphemus, Lacrtes, (thatee, 19th—Indramayo, Monmouthshire, Istria,      | Suo.                   | 15 1   | 'n   | 4 46             |    | 0 1          | 111        | 11 12<br>10 21 a  | , 2  | 7    |
| į | Sambia. 22nd—Achilles, Ninychow, Seneca.                                                    | Mon.                   |        | ın   | 15 29<br>15 16   | ۵, | 5 4<br>3 9   |            | 0 10 2            | 2 3  | 9    |
|   | 26th - Benvorlich, Poona, Prinz Regent Luitpold, 29th - Ernest Simons, Dardanus, July 3rd - | Tues.                  | 1. 1   | 111  | A 69             |    | 5 5 3<br>3 8 | . 7        | l Gra             | 1 11 | 0    |
|   | Silesia (Ger.), Den of Mains, Montrose, Siberier, 1                                         | Wed.                   |        | .161 | 8 50<br>7 11     | a  | 3 3          |            | ( 66 a<br>0 49    |      |      |
| i | 6th - Benvenne. C. Ferd. Lacisz, Diomed, Java,                                              | Thurs                  | 10     | in.  | 1 14             | _  | 1 10 .       | ារដូ       | 9 25 6            | 1    | â    |

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 12th. Previous Day On Date no at 4 p.in. Isuromater ...... Temperature ... Humidity ..... Wind Direction Force ...

Highest open air Temperature on lith ...... 88



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HONGKONG

35 :

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|-------------|------------------|---------------|
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| Peking      | Wuhu             | Canton        |
| Tientsio    | Kewkinng         | Whampon       |
| Poitniho    | Hankow           | Kowloon       |
| Taku        | Yochow           | Lappa         |
| Newchwang   | Shansi           | Samshui       |
| Tairen      | Ichang           | Kongmoon      |
| Port Arthur | Chungking        | Wuchowiu      |
| Chefoo      | Hangchow -       | Kwangchouw    |
| Weihaiwei   | Ningpo-          | Pakhoi        |
| Kiacchan    | Wenchow.         | Hoihow        |
| Shanghai    | Santu            | Lungohow      |
| Soochow     | Foochow          | Mêngtze       |
| Chinkiang   | Amoy             | Hokow         |
| Nanking     | Swatow           | Szemao        |
| J           | APAN AND FO      |               |
| Tokyo       | Osaka            | Keelung       |
| Yokohama    | Moji             | Tainanfu      |
| Hyogo       | Nagasaki         | Takow         |
| Kobe        | Hakodate         | Anping        |
| Shimonosaki | Tomsui           |               |

| On improposer:   | TRIBIDAL                       |                 |
|------------------|--------------------------------|-----------------|
| EA               | stern Sibert                   | A               |
| Vladivestock     |                                | ojewsk          |
| m 150            | COREA                          |                 |
| Beoul            | Wonsan                         | Mokpo           |
|                  | Fusan                          | Chinnamp        |
| Kunsan           | Pingyang<br>Masampo.           | Songchin        |
|                  | AND ITS DEP                    | ENDENCIES       |
|                  | MACAO                          | -               |
| •                | NCH INDO-CH                    | ,               |
| Hanoi            | Annam                          | Tourane         |
| Haiphong         | Hue                            | Saigon          |
| Tonkin Province  |                                | · Cambodge      |
|                  | PHILIPPINES                    |                 |
| Manila           | Iloilo<br>Borneo               | Cebu            |
| Sarawak          |                                | tish N. Borner  |
|                  | ITS SETTLENE                   |                 |
| Singapore, Penas | ng, Malacca, P<br>Ialay States | rov. Wellesley: |
| Johore 8         | zakaz prares<br>Innosi Tiono   | Salancon        |

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France:-Tientsin, 1858; Convention, 1860 Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. United States:-Tientsin, 1858: Additional 1868; Peking, 1880; Immigration, 1894;

Commercial, 1903. Germany:-Tientsin, 1861; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concession, 1898. Japan :- Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports

1896. Supplementary Commercial, 1903. Russian:-S. Petersburg, 1881; Russian Land Trade, 1881. Portugal, 1888; Commercial Treaty, 1904. FINAL PROTOCOL made between China and Eleven Powers, 1901.

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